

Appendix N

## ***Public Meeting Summary Reports***

## **APPENDIX A**

### **Legal Notices and Other Methods of Meeting Advertisement**

## **Announcements and Media Coverage**

PUBLIC MEETING  
NOTICE

- US 281 EIS -

The Alamo Regional Mobility Authority (Alamo RMA) will hold a public scoping meeting regarding transportation improvements to US 281 from Loop 1604 to Longfield Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS) in accordance with the National Environmental Policy Act of 1969 to evaluate potential direct, indirect, and cumulative effects to the human and natural environment from construction and operation of proposed transportation improvements.

The public is encouraged to attend this first EIS public scoping meeting on Thursday, August 27, 2009, anytime between 5:30 pm and 8:00 pm at St. Mary the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. The meeting will be open-house format with a variety of materials available for viewing. Project team members will be available to discuss issues and answer questions regarding the proposed project and the EIS process.

Your participation is encouraged in this important step of the EIS process. We appreciate your interest in the proposed project and hope you will attend this first public scoping meeting. All project handouts will be presented in English, and Spanish-speaking project team members will be available. If you are interested in attending this event and have special communication or accommodation needs or would like to be added to the project mailing list, contact Leroy Alloway at (210) 495-5226 by Thursday, August 20, 2009. The Alamo RMA will make every reasonable effort to accommodate those needs. For more information regarding US 281 and the EIS project, please visit [www.411on281.com](http://www.411on281.com).

SAN ANTONIO EXPRESS NEWS  
AFFIDAVIT OF PUBLICATION

STATE OF TEXAS:  
COUNTY OF BEXAR:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared: Monica Martinez, who after being duly sworn, says that she is the BOOKEEPER of THE HEARST CORPORATION (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas and that the publication, of which the annexed is a true copy, was published to wit:

Date(s) ad published:

07-26-09 07-26-09

ad number: 1210949

account: 050930806

customer: SMITH/ASSOCIATES

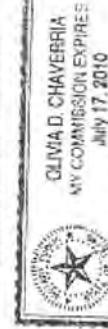
apps: 02

Monica Martinez  
Bookeeper

day of July \_\_\_\_\_ A.D. 2009

27th

Sworn and subscribed to before me, this the



*Civilo D. Chavez*

STATE OF TEXAS

COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,

This day personally appeared Tino Duran (Title) Publisher of

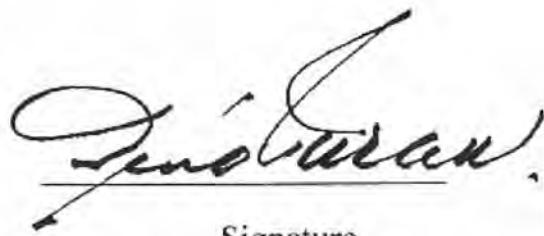
La Prensa De San Antonio who being duly sworn by oath, stated

That the Smith / Associates is requesting a publication for Bid:

US 281 EIS Legal Notice (Anuncio de reunion publica) and that it

Ran in La Prensa Bilingual Newspaper on the following edition,

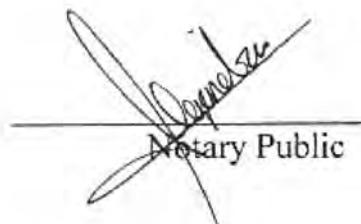
July 26, 2009



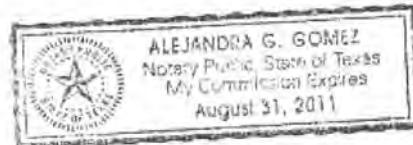
Signature

SWORN AND SUBSCRIBED BEFORE ME THE 27<sup>th</sup> DAY OF

July, 2009

  
~~Notary Public~~

My Commission expires:



## LEGAL NOTICES

**ANUNCIO DE REUNION PUBLICA –  
US 281 EIS**

La Autoridad Regional Alamo para la Movilidad (Alamo RMA por sus siglas en inglés) tendrá una reunión pública para explorar y detectar las necesidades ("scoping meeting" en inglés) respecto a los mejoramientos para la carretera US 281 de Loop 1604 a Borgfeld Rd. La Alamo RMA está preparando una Declaración de Impactos Ambientales (EIS por sus siglas en inglés), de acuerdo con el Acta Nacional de Política Ambiental de 1969 (conocido en inglés como NEPA) para analizar los posibles efectos directos, indirectos y acumulativos al medio ambiente humano y natural de la construcción y operación de mejoramientos propuestos al transporte.

Se anima al público asistir a esta primera reunión del público de la EIS para explorar y determinar las necesidades el jueves, 27 de agosto de 2009 en cualquier momento entre las 5:30 p.m. y las 8:00 p.m. en el gimnasio de la iglesia católica St. Mark the Evangelist, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. La reunión efectuará el formato de una exhibición abierta al público (open house) con una variedad de materiales disponibles a la vista. Miembros del equipo del proyecto estarán presentes para dialogar cuestiones y responder a preguntas respecto al proyecto propuesto y el proceso de la EIS.

El propósito de esta reunión es de introducir el proyecto propuesto al público, presentar la necesidad y propósito preliminar, presentar alternativas preliminares, y obtener información del público sobre asuntos y preocupaciones importantes, incluyendo opciones para mejorar la movilidad dentro del corredor de la carretera US 281.

El público tendrá la oportunidad de hacer comentarios por escrito o orales que serán incluidos en el registro público oficial de la EIS. Comentarios por escrito serán recibidos hasta martes, el 8 de septiembre de 2009, éste incluido. Si Ud. no puede asistir a la reunión para explorar y determinar las necesidades, favor de entregar sus comentarios por escrito a Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212. También se puede mandar los comentarios por fax a la Alamo RMA al 210-495-5403 o por correo electrónico a [US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org).

Se anima su participación en este paso importante del proceso público de la EIS. Apreciamos su interés en este proyecto propuesto y esperamos que Ud. asistirá a esta primera reunión pública para explorar y determinar necesidades. Todas las exhibiciones y documentos distribuidos del proyecto serán presentados en inglés, y miembros hispanoparlantes del equipo estarán disponibles. Si le interese asistir a la reunión y tiene necesidades especiales de comunicación o para acomodarse o si gusta ser incluido en la lista de contactos para este proyecto, favor de comunicarse con Leroy Alloway al (210) 495-5256 antes del jueves, 20 de agosto de 2009. La Alamo RMA hará todo esfuerzo razonable para acomodar sus necesidades. Para más información respecto a la carretera US281 y el proyecto de la EIS, favor de visitar el sitio web [www.411on281.com](http://www.411on281.com).

PUBLIC MEETING  
NOTICE

- US 281 EIS -

**SAN ANTONIO EXPRESS NEWS  
AFFIDAVIT OF PUBLICATION**

STATE OF TEXAS:  
COUNTY OF BEXAR:

Before me, the undersigned authority, a Notary Public in and for the State of Texas, on this day personally appeared: Monica Martinez, who after being duly sworn, says that she is the BOOKKEEPER of THE HEARST CORPORATION (SAN ANTONIO EXPRESS-NEWS DIVISION), a daily newspaper published in Bexar County, Texas and that the publication, of which the annexed is a true copy, was published to wit:

Date(s) ad published:

08-16-09 08-16-09

apps: 02  
customer: SMITH/ASSOCIATES

ad number: 1224741  
account: 050930806

*Monica Martinez  
Bookkeeper*

Sworn and subscribed to before me, this the

17th

day of August A.D. 2009

  
OLIVIA D. CHAVERRIA  
MY COMMISSION EXPRESSED  
July 17, 2010

on this day personally appeared: Monica Martinez, who after being duly sworn, says that

she is the BOOKKEEPER of THE HEARST CORPORATION (SAN ANTONIO EXPRESS-NEWS DIVISION),

a daily newspaper published in Bexar County, Texas and that the publication, of

which the annexed is a true copy, was published to wit:

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*Monica Martinez*

Bookkeeper

*Monica Martinez*

Bookkeeper

*Monica Martinez*

Bookkeeper

*Monica Martinez*

Bookkeeper

1

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The public is encouraged to attend this first EIS public scoping meeting on Thursday, August 27, 2009, at a time between 5:30 pm and 8:30 pm, at St. Mark Inter-Vangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. The meeting will be open house format with a variety of materials available for viewing. Project team members will be available to discuss issues and answer questions regarding the proposed project and the EIS process.

The purpose of this meeting is to introduce the public to the proposed project, present the preliminary need and purpose, present preliminary alternatives, and gather information from the public about important issues and legal concerns, including options for improving mobility within the US 281 corridor.

1

Your participation is encouraged in this important step of the EIS process. We appreciate your interest in the proposed project and hope you will attend this first public scoping meeting. All exhibits and project handouts will be presented in English, and Spanish-speaking project team members will be available. If you are interested in attending this event and have special communication needs or would like to be added to the project mailing list, contact Leroy Alloway at (210) 495-5756 by Thursday, August 20, 2009. The Alamo RMA will make every reasonable effort to accommodate those needs. For more information regarding US 281 and the EIS project, please visit [www.411on281.com](http://www.411on281.com).

The public will have the opportunity to make either written or oral comments to be included in the official EIS public record. Written comments will continue to be received through Tuesday, September 8, 2009. If you are unable to attend the scoping meeting, please submit written comments to Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail US281EIS@AlamoRMA.org.

STATE OF TEXAS

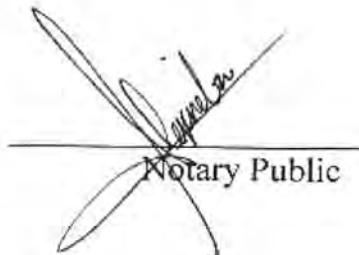
COUNTY OF BEXAR

Before me, a Notary Public in and for Bexar County,  
This day personally appeared Tino Duran (Title) Publisher of  
La Prensa De San Antonio who being duly sworn by oath, stated  
That the Smith / Associates is requesting a publication for Bid:  
US 281 EIS Legal Notice (Anuncio de reunion publica) and that it  
Ran in La Prensa Bilingual Newspaper on the following edition,  
August 16, 2009

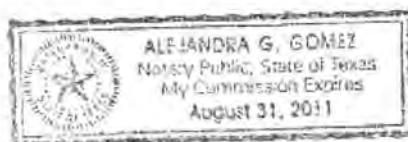


Signature

SWORN AND SUBSCRIBED BEFORE ME THE 17<sup>th</sup> DAY OF  
AUGUST, 2009



My Commission expires:



# La Prensa de San Antonio

## August 16, 2009

### Public Meeting #1

#### ANUNCIO DE REUNION PUBLICA – US 281 EIS

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# AGOSTO 23, 2009

# Ernest Bromley

# recognition

## Consiga la 4-1-1 en US 281

Asista a la primera Reunión Pública para Explorar y Detectar las Necesidades para la Declaración de Impactos Ambientales (EIS por sus siglas en inglés) de la carretera US 281.

27 de agosto de 2009

Exhibición Abierta al Público 5:30 p.m. – 8:00 p.m.

Gimnasio de la Iglesia Católica de St. Mark's the Evangelist  
1602 Thousand Oaks Road, San Antonio, 78232

Conozca al equipo de la EIS de la carretera US 281 e informese del estudio, platicue sobre la necesidad y el propósito para los mejoramientos al corredor de la carretera US 281 y déle voz a sus pensamientos.

[www.411on281.com](http://www.411on281.com)

Autonomía Regional Alamo de Movilidad | 1222 N Main | Suite 1000  
San Antonio, Texas 78212 | 210.485.5256 | AlamoRMA.org



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Web Posted: 08/23/2009 12:00 CDT

## Agency 'aggressive' on U.S. 281 environmental review

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By Josh Baugh - Express-News

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By 2012, the Alamo Regional Mobility Authority is hoping to have wrapped up the most extensive environmental review ever conducted on U.S. 281, the prerequisite to any long-term relief on the region's most gridlocked stretch of highway.

The results of the federal "environmental impact statement," or EIS, will dictate if and possibly how the U.S. 281 corridor from Loop 1604 to the Comal County line will be improved. No capacity can be added to U.S. 281 without first completing the EIS. It's typically a five-year process, but the RMA hopes to complete it in three years.

"That is the best/the best-case scenario in any circumstance," said Terry Brechtel, executive director of the RMA. "We have decided to be aggressive and do some things to try to get this through. A lot of people and a lot of resources are trying to get it done."

Improving U.S. 281 has been a controversial issue here for years because of the potential for toll roads, and it likely will continue to be as the RMA moves forward on its EIS.

Toll critic Terri Hall, the agency's most outspoken opponent, has suggested that the cumbersome environmental review isn't necessary — at least not anymore. Hall was part of a 2008 lawsuit that demanded that an EIS be conducted before any improvements were made to U.S. 281.

Her aim is to take toll roads out of the mix:

The EIS will evaluate, among other things, potential environmental, social and economic impacts that the highway's expansion could have on the corridor. The study is supposed to take in a lot of public input.

It's the type of study that toll opponents and environmental activists sought in a 2008 lawsuit they filed against the Federal Highway Administration, the RMA and the Texas Department of Transportation. Aquifer Guardians in Urban Areas and Texans Uniting for Reform and Freedom sought an injunction blocking tolled highway expansion until an EIS was prepared in compliance with the National Environmental Policy Act, or NEPA.

The groups wanted an EIS conducted jointly on U.S. 281 and Loop 1604. But the RMA is conducting an EIS separately for each highway. AGUA President Enrique Valdivia said that in itself taints the EIS process because it signifies the RMA putting its mark on the process before any outcome is reached.

### Clearance yanked

In 2007, the Federal Highway Administration had given environmental clearance to the project based on a lower-level study — an environmental assessment — but the federal agency pulled the OK in 2008 after TxDOT announced that it had discovered irregularities in how its San Antonio district had procured scientific services.

The highway administration then sent a letter to the RMA requiring that an EIS be prepared for any future federal transportation project in the U.S. 281 corridor.

Environmentalists and toll opponents point to their lawsuit as a victory in stopping the project.

But Hall — TURF's founder and director, and a plaintiff in the 2008 lawsuit — says the cumbersome EIS process could be avoided if plans to toll the highway were jettisoned.

RMA officials say it's clear that there's no way around conducting an EIS before adding capacity to U.S. 281. The Federal Highway Administration has said as much in a letter requiring that the study be done before any federal money is spent on U.S. 281. But Hall contends that the yanked environmental clearance only applies to the plan to build toll roads. Based on Hall's reading of the National Environmental Policy Act, a non-tolled plan could undergo an "environmental assessment," or EA, which is a lower-level study.

"We would argue that if you look at NEPA, you could actually do an expedited EA, meaning even faster than a normal EA, which is pretty quick compared to an EIS. And one of the things it says there in NEPA is that you don't have to have public hearings, even. That's a very long process."

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- 10 Southwest 14, Steele 13

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- 3 Couple say cops harassed them
- 4 Your Turn – Sept. 14, 2009
- 5 Flexibility called key on nukes
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Hall advocates for TxDOT's "original plan," which called for two additional main lanes, bringing the total on U.S. 281 to six, along with four lanes of frontage roads. All the lanes were to be built as non-tolled.

But Leroy Alloway, the RMA's director of community relations, says the footprint has never changed from the "original plan."

"If you look at the plan she's talking about, which is overpasses and frontage roads, and you look at the 2005 plan, they're identical," he said. "You look at the 2007 plan, it's still the same footprint. You're still building the exact same thing. The only difference was the expressway lanes would have been tolled. The frontage roads would have stayed as frontage roads. That footprint didn't change."

That's why the EIS should move forward, he said.

### Solution sought

Now nobody knows what will be built. That's where the public comes in.

On Thursday, the RMA will hold the first of several public meetings to gather input on how to deal with gridlock in the U.S. 281 corridor. In technical terms, the RMA will determine "need and purpose" that will help guide the outcome of the study — what the "preferred alternative" could be.

Maybe it's the "original plan," or the six tolled lanes that currently appear in the Metropolitan Planning Organization's fiscally restrained Transportation Improvement Plan. Maybe it's passenger rail, bus rapid transit or high-occupancy-vehicle lanes.

Throughout the process, a residents advisory group — which includes seats for AGUA and both of Hall's groups, TURF and the San Antonio Toll Party — will meet and offer input for the EIS.

For Hall, though, it's all for naught.

"At the end of the day, we want to get the overpass and original expansion plan for U.S. 281 funded and fixed and move forward with an expedited EA, and this whole EIS thing will be moot," she said. That is, without toll roads on the drawing board.

But RMA officials say the U.S. 281 corridor is now a "blank slate" and that the EIS will determine the best way to address congestion there. There are a couple caveats: The preferred plan doesn't have to be the most environmentally friendly, and funding sources have to be identified.

The RMA's Brechtel says tolls are on the table and will remain so until another funding source becomes available. There's not enough money from the state or federal governments to build the estimated \$450 million project.

Hall said TURF would push in the 2011 Legislature for an indexed gas tax increase that would cover the cost of constructing freeways.

There are other options, Brechtel says, adding that San Antonio and Bexar County could decide to create a public improvement district or use property taxes to fund the project. More stimulus money could become available. Or a local-option sales tax — shot down in the Legislature this year — could take the place of tolls.

"Federal law says to keep a project going through an environmental study process, you have to have a reasonable revenue source, and today that reasonable revenue source is tolls," Brechtel said. "I've been explaining that to folks on the MPO so they understand how this works."

Brechtel wouldn't speculate on the possibility of shifting trends at the MPO, the local agency that oversees more than \$200 million of federal transportation dollars. Its new chairman, County Commissioner Tommy Adkisson, is a toll opponent and ally of Terri Hall.

Hall said she thinks the MPO could vote to rescind its approval of tolls, effectively deflating the RMA. If Brechtel's concerned about that, she wouldn't say.

A toll-road vote isn't on Monday's MPO agenda, she said, so she's not worried about it "this month."

### Comments

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25 comment(s) on "Agency 'aggressive' on U.S. 281 environmental review"

rbuke5 3:38 PM

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I wanted to respond to JMS. Two million people live in San Antonio. A penny rise in gas prices would result in over \$25 million in revenue just from residences, double that for visitors for at least \$50 million. Do you think a foreign company could toll people enough to pay for profits, toll both's, employees, overhead, and \$50 million to SA? Think! You are either easily deceived or an RMA mole. Read RMAs web site ([overpasses.cfm](#)). Instead of telling the truth on why not overpasses, they throw out facts with nothing to do with the issue. First they say, "The FHWA has never given clearance to an "overpass-only plan" " Of course not, no one wants overpasses only, but also the ramps we paid for. Second, "Simply building bridges, without ... frontage roads, is not ... a viable solution..." SA already has basic overpasses with on/off ramps just like we have in the state, and nation w/o frontage roads. Next they are telling people who paid for this: "The many ... neighborhoods ... would be cut off completely ... without ramps and frontage roads..." Somebody needs to fire the idiot that wrote this garbage—he must be writing to the uninformed and unaffected—to deceive. No one ever asked not to have ramps as implied—that's ludicrous. Frontage roads are not needed/required, but they throw that in so they can it was not paid for—no, just overpasses/ramps. Next talking about entering high speed highways they say "... we must build frontage roads." What a garbage excuse, many freeways/roads have ramps without frontage roads—in fact, frontage roads make no impact on the enter/exit safety. Ramps w/o frontage exists on many busy/high speed intersection around the city, state, or nation—even the world. Finally, the biggest insult. "Without environmental clearance ..." If you could not get clearance for overpasses/ramps, then you could not get it for toll/frontage roads. We need ethical politicians or grass root movement to stop this and get crooks fired!

nmcampbell1 10:54 PM

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Are we the only area in the state that has overbuilt with no roads (and no water)? If the city/county governments allowed the growth then they should also have planned for it? Did these politico's really think that Stone Oak would never develop? Or was all the building permits and sub-divisions approved just dreaming? Why can't we get good government instead of these "light weights"? Neil M. Campbell 19 Trophy Ridge San Antonio, TX 78258



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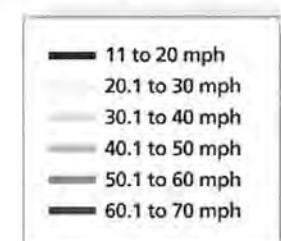
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## Travel time

Here's a look at average speeds during evening peak hours along U.S. 281.



Source: Alamo Regional Mobility Authority



EXPRESS-NEWS GRAPHIC

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Forums

Life

Multimedia

National | International

News Wires

Obituaries

Politics

Rodeo

Sports

Travel

Traffic

Video

Weather

Community

Health

Living Green SA

Military

MomsInSA

Outdoors

Visitors' Guide

SA Paws

SA Culture

Do Good

Marketplace

Autos

Classifieds

Jobs

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# San Antonio Current

August 26, 2009  
Public Meeting #1

**Attend the  
First Public  
Scoping Meeting  
for the US 281  
Environmental Impact  
Statement (EIS):**

**August 27, 2009  
Open House  
5:30 p.m. - 8:00 p.m.**

St. Mark's the Evangelist  
Catholic Church Gymnasium  
1602 Thousand Oaks Road,  
San Antonio, 78232

Meet the US 281 EIS team and  
learn about the study, discuss the need  
and purpose for improving the US 281  
corridor and voice your comments.

Alamo Regional Mobility Authority  
1222 N. Main Avenue Suite 1000  
San Antonio, TX 78212  
210.495.5256 | AlamoRMA.org  
[www.411on281.com](http://www.411on281.com)  
Get the 4-1-1 on US 281

# AirCheck Listing Report

## Date Range: 2009/08/27 To 2009/08/28



1. AUG 27 2009 5:00PM CT  
[ ] ORDER

KSAT 12 NEWS AT 5:00  
KSAT-ABC SAN ANTONIO, TX

Run Time: 1:29

[\*\*04:58:31 PM\*\*] SKY 12 ON TOP OF IT, AS VOLUNTEER FIRE DEPARTMENTS DOWN THERE TRY AND GET THIS GRASS FIRE UNDER CONTROL. RAIN SURE WOULD BE NICE AFTER LOOKING AT THAT, AND YOU CAN SEE THERE IS RAIN IN THE AREA, BUT IT'S SPOTTY IN NATURE. A COUPLE OF STORMS UP TO OUR NORTH AND WEST, WE'LL BE WITH JOHN HONORE IN JUST A BIT TO SEE IF ANY OF THAT IS HEADED TO SAN ANTONIO. GOOD AFTERNOON, I'M URSULA PARI. AND I'M STEVE SPRIESTER.

[\*\*05:01:12 PM\*\*] EMPLOYEES IDENTIFIED THE ROBBER AND HE WAS ARRESTED. HERE WE GO AGAIN. PLANS TO IMPROVE THE NIGHTMARE TRAFFIC SITUATION ON 281 NORTH OF LOOP 1604, GETTING UNDERWAY, THE ALAMO REGIONAL MOBILITY AUTHORITY HOLDING ITS FIRST OPEN HOUSE TONIGHT, TO UPDATE CITIZENS ABOUT THE LATEST ENVIRONMENTAL STUDY NOW UNDERWAY. OUR TIM GERBER LIVE ON NORTHSIDE WHERE THAT MEETING IS ABOUT TO BEGIN. TIM?

[\*\*05:02:57 PM\*\*] THEY HOPE IT WILL CUT DOWN ON SOME OF THE CONTENTIOUS MEETINGS THEY'VE HAD IN THE PAST. FOR NOW REPORTING LIVE ON THE NORTHSIDE, TIM GERBER, KSAT 12 NEWS. THANK YOU, TIM T BEXAR COUNTY AREA GETTING NEARLY \$2 MILLION IN GRANT MONEY TO IMPROVE AND DEVELOP PARK LAND, THAT MONEY WAS ANNOUNCED BY THE TEXAS PARKS AND WILDLIFE COMMISSION TODAY, THE CITY OF SAN ANTONIO AWARDED ONE MILLION DOLLARS TO DEVELOP A FULL THOUSAND SQUARE FOOT URBAN ECOLOGY CENTER AT VOCHER PARK. IN ADDITION THE COUNTY RECEIVED \$750,000 TO RENOVATE AND DEVELOP MISSION COUNTY PARK IN SOUTH CENTRAL T LOCAL MONEY IS THE PORTION OF MORE THAN \$9 MILLION. THAT WAS AWARDED ALL ACROSS THE STATE.



2. AUG 27 2009 6:00PM CT  
[ ] ORDER

KSAT 12 NEWS AT 6:00  
KSAT-ABC SAN ANTONIO, TX

Run Time: 2:59

[\*\*05:59:23 PM\*\*] NO WORD ON INJURIES. WE'VE GOT SOME PROMISING SIGNS ON VIPIR 24/7, RAIN. AREAS IN THE HILL COUNTRY SEEING IT, BUT WILL ANY OF IT ACTUALLY REACH SAN ANTONIO PROPER? JOHN HONORE WILL LET US KNOW IN A COUPLE OF MINUTES. BUT FIRST, NEW AT 6, THE SAN ANTONIO RESTAURANT TEAMING UP WITH THE METROPOLITAN HEALTH DEPARTMENT IN THE FIGHT AGAINST OBESITY AND DIABETES. PICO DEGALLO WITH CHANGES TO ITS MENU, OUR STEVE ROLDAN WITH THE PROGRAM MANY HOPE IS THE BEGINNING OF SOMETHING BIG.

[\*\*06:00:14 PM\*\*] SMALLER, HEALTHIER SIZE PORTIONS NOW PART OF A NEW CHILDREN'S MENU HERE. 20 NEW ITEMS INCLUDE ENTREES, SIDE DISHES, DESSERTS AND DRINKS CONTAINING LESS THAN FIVE GRAMS OF FAT. I THINK THIS IS A GREAT START FOR SAN ANTONIO, BUT I THINK THAT PEOPLE ARE GOING TO REALIZE THAT THIS IS A HEALTHY ALTERNATIVE FOR KIDS. THE NEW MENU ITEMS THE FIRST STEP IN WHAT IS BEING CALLED THE HEALTHY RESTAURANT COALITION, PARTNERING PROGRAM WITH METRO HEALTH AND THE SAN ANTONIO RESTAURANT ASSOCIATION. WE NEED TO STAY IN BUSINESS, BUT WE ALSO WANT TO DO THE RIGHT THING. A STEP IN THE RIGHT DIRECTION FOR HEALTHIER CHILDREN, AND THE NEW FOOD CHOICES ALREADY CAUSING EXCITEMENT.

[\*\*06:00:53 PM\*\*] I THINK IT WAS VERY GOOD. I LIKE TO EAT IT. WE ARE THRILLED THIS IS HAPPENING AND WE HOPE IT CATCHES ON WITH OTHER RESTAURANTS IN SAN ANTONIO. THEY ARE ALREADY SERVING UP NEW ITEMS ON THE MENU AT THE RESTAURANT IN DOWNTOWN, THE HOPE IS FOR THE PROGRAM TO TAKE OFF TO PROVIDE HEALTHY CHOICES FOR CHILDREN AND ADULTS IN THE NEAR FUTURE. STEVE ROLDAN, KSAT 12 NEWS.

[\*\*06:01:12 PM\*\*] STEVE ROLDAN, KSAT 12 NEWS. THANK YOU, STEVE. IT COULD MEAN BIG NEWS FOR THE SAN ANTONIO TOYOTA PLANT, THE BOARD OF DIRECTORS TODAY VOTING TO END PRODUCTION OF THE TACOMA PICKUP AT ITS PLANT IN CALIFORNIA, THAT COULD MEAN THAT WORK IN CALIFORNIA WOULD BE MOVING TO SAN ANTONIO, THE BOARD TODAY VOTING TO PULL OUT A PLANT IN NORTHERN CALIFORNIA IN MARCH OF NEXT YEAR. THE TACOMA HAS BEEN BUILT AT THAT PLANT FOR THE LAST 18 YEARS. THE LAST GM VEHICLE RECENTLY ROLLED OFF THE LINE THERE.

[\*\*06:01:50 PM\*\*] LOCAL OFFICIALS HAVE SENT AN INCENTIVES PACKAGE TO TOYOTA IN AN ATTEMPT TO BRING THE WORK HERE. THIS IS A STORY WE CONTINUE TO FOLLOW BUT NOTHING HAS BEEN ANNOUNCED AS OF YET. A TEN YEAR VETERAN WITH THE SAN ANTONIO POLICE DEPARTMENT SUSPENDED WITH PAY AFTER HE ALLEGEDLY BROKE INTO HIS EXGIRLFRIEND'S HOME AFTER SHE REPEATEDLY ASKED HIM TO LEAVE HER ALONE, POLICE CHIEF BILL MCMANUS SAYS OFFICER JASON ROZACKY WILL NOT BE CARRYING A BADGE OR A SERVICE WEAPON AND MUST NOW REMAIN HOME DURING THE WORKDAY. PART OF MY JOB IS TO PROTECT THE PUBLIC'S TRUST IN THE POLICE DEPARTMENT. THESE KINDS OF INCIDENTS ERODE THAT TRUST, AND SO OUR INTENT IS TO HANDLE THEM IN AN EXPEDITIOUS MANNER, HANDLE THEM SWIFTLY, WITH DUE PROCESS.



3. AUG 27 2009 6:00PM CT  
[ ] ORDER

KSAT 12 NEWS AT 6:00  
KSAT-ABC SAN ANTONIO, TX

Run Time: 0:36

[\*\*06:06:16 PM\*\*] FINAL AUTOPSY RESULTS ON SHIN WON'T BE READY FOR SEVERAL WEEKS. CHECK OUT TRANSGUIDE RIGHT NOW, IH-10 AT UTSA BOULEVARD, HEAVY TRAFFIC OUT HERE, BUT HEAVY TRAFFIC THAT IS MOVING. NO MAJOR TRAFFIC TIE-UPS TO TELL YOU ABOUT, SPEAKING OF TRAFFIC, THE ALAMO REGIONAL MOBILITY AUTHORITY HOSTING A OPEN HOUSE TONIGHT TO DISCUSS THE SIERMTAL IMPACT STUDY THAT IT'S GETTING UNDERWAY ALONG HIGHWAY 281 NORTH LOOP 1604, THE STUDY WILL TAKE 3 YEARS TO CONDUCT AT A COST OF ABOUT \$7 MILLION. LOCAL ENVIRONMENTAL GROUP SUED TXDOT SAYING THE STUDIES WERE NOT DETAILED ENOUGH.



4. AUG 27 2009 10:00PM CT  
[ ] ORDER

KSAT 12 NIGHTBEAT  
KSAT-ABC SAN ANTONIO, TX

Run Time: 3:07

[\*\*10:00:06 PM\*\*] ALER. FINALLY, RAIN IN SAN ANTONIO, A LIVE LOOK AT I-10 AT WOODLAWN, NOT FAR FROM DOWNTOWN. YOU CAN SEE THE RAIN ON THE ROAD THERE, TWO NIGHTS OF STORMS HOLDING UP AND WE WILL CHECK WITH JOHN HONORE NOW WHO IS FOLLOWING THE STORMS AS THEY MOVE SOUTH? YES, STEVE THE ODDS WERE AGAINST US TONIGHT BUT THE STORMS HAVE HELD TOGETHER AND WE ARE SEEING POCKETS OF HEAVY RAIN SCATTERED ACROSS SAN ANTONIO AND SURROUNDING AREAS, YOU SEE THE GREEN LINES, THEY ARE CALLED OUTFLOW BOUNDARIES, MINIATURE COOLFRONTS THAT ARE BRINGING COOL AIR IN THE THUNDERSTORMS SO IT MIGHT BE WINDY WITH THESE STORMS, POSSIBLY TINY HAIL, NO SEVERE WEATHER OUT THERE. MAINLY WHAT WE ARE GETTING IS BENEFICIAL RAIN, HOW LONG WILL THESE STORMS LAST AND ARE THERE MORE

WHERE THESE CAME FROM, WE WILL TALK ABOUT THAT IN A FEW MINUTE. THANKS, GOOD EVENING, I AM STEVE SPRIESTER AND I AM URSULA PARI, IT IS OFFICIAL AFTER MONTHS OF SPECULATION, TOYOTA IS MOVING ITS PRODUCTION OF ITS TACOMA PICKUP TRUCK FROM CALIFORNIA TO SAN ANTONIO. IT IS PROMISING AS MANY AS 1500 NEW JOBS IN SAN ANTONIO. TONIGHT'S STEVE ROLDAN THE REPORT AND A PROMISE TO A MAJOR BOOST IN THE LOCAL ECONOMY. TOYOTA HAS DECIDED TO INVEST ITS TACOMA PRODUCTION HERE AT THE SAN ANTONIO MANUFACTURING FACILITY. MAYOR JULIAN CASTRO MAKING THE ANNOUNCEMENT THIS EVENING AT THE BEXAR COUNTY COURTHOUSE. HIM AND BEXAR COUNTY JUDGE NELSON WOLFF RECEIVING THE GOOD NEWS IN A LATE AFTERNOON PHONE CALL. IT IS THE RESULT OF GREAT WORK ETHIC AND FINE ABILITY OF OUR SAN ANTONIO WORKFORCE, A WORKFORCE THAT HAS BEEN RECOGNIZED WITH THE EXISTING FACILITY, TOYOTA'S DECISION COMING ON HEELS TO ANNOUNCE THE PRODUCTION FACILITY IN CALIFORNIA, CUTTING 4500 JOBS THERE. SAN ANTONIO'S PLANT WOULD GAIN ABOUT A THOUSAND NEW I DON'T JOBS AND POSSIBLY HUNDREDS MORE WITH SUPPLIERS. WE INDISCERNIBLE) FOR THE JOBS THAT WILL BE LOST IN CALIFORNIA AND WE FEEL VERY MUCH FOR THOSE CALIFORNIA, BUT INDISCERNIBLE) CITY LEADERS ESTIMATING AS MANY AS 1,000 TACOMAS COULD BE PRODUCED HERE IN SAN ANTONIO AND ADD IT TO THE THOUSANDS OF OPPORTUNITIES THAT WILL BE HAT WILL BE PRODUCED AT THE SOUTH SIDE PLANT. AND COUNT THAT WITH THE NUMBER OF JOBS MAKING ITS WAY TO SAN ANTONIO, RIGHT NOW THERE IS NO EXACTLY TIME LINE OF WHEN PRODUCTION WILL BEGIN, IT MAY BE NEXT SPRING, SOUTH OF DOWNTOWN, STEVE ROLDAN, KSAT 12 NEWS. ALSO NEW ON THE NIGHTBEAT, A REWARD BEING OFFERED FOR INFORMATION LEADING TO THE GUNMAN WHO KILLED A SECURITY GUARD OUTSIDE A BINGO HALL. LYLE CASNER WAS ESCORTING AN EMPLOYEE TO HER VEHICLE ON JULY 18TH WHEN A MASKED MAN CALLED OUT FROM UNDER THE CAR AND TRIED TO ROB THE WOMAN.



5. AUG 27 2009 10:00PM CT

[ ] ORDER

KSAT 12 NIGHTBEAT

KSAT-ABC SAN ANTONIO, TX

Run Time: 1:10

[\*\*10:05:24 PM\*\*] JENNIFER DODD, KSAT 12 NEWS. AFTER NEARLY FIVE YEARS OF DEALING WITH LAWSUITS, PLANS TO GET TRAFFIC MOVING ON 281 NORTH ONCE AGAIN IN MOTION. THE PLANS, ANYWAY, ARE IN MOTION. THE ALAMO REGIONAL MOBILITY AUTHORITY HAS STARTED A THREE-YEAR ENVIRONMENTAL STUDY FROM 1604 TO BORGFIELD ROAD, IT WAS A RESULT OF A 2007 LAWSUIT FILED BY ENVIRONMENTAL GROUPS THAT MUST BE COMPLETED BEFORE ANY CAPACITY CAN BE ADDED TO THE CLOGGED ROADWAYS. AS THE STUDY MOVES FORWARD, THE TH CITIZENS TO GET THEIR INPUT ON WHAT THEY WANT THE ROADS TO LOOK LIKE. IF IT IS A TOLL ROAD AND GETS RID OF OR IF IT IS OVERPASSES, I WOULD PUT A DOLLAR IN THE TOLL. I DON'T CARE, I JUST WANT WANT TO SIT IN 15 MINUTES AND THEN MOVE TO THE NEXT LIGHT AND SIT ANOTHER 15 MINUTE. THE LATEST STUDY IS EXPECTED TO COST \$7 MILLION, SINCE THIS IS THE 16TH TIME IN 1948 THAT AN ENVIRONMENT 1984 THAT THE ENVIRONMENTAL STUDY IS DONE ON THIS, THIS ONE IS DEN BY A LOCAL AGENCY.



6. AUG 27 2009 10:00PM CT

[ ] ORDER

NOTICIAS 41 A LAS 10

KWEX-UNIVISION SAN ANTONIO, TX

Run Time: 1:50

[\*\*10:02:40 PM\*\*] LA COMPAÑIA TOYOTA OFICIALMENTE ANUNCIO QUE SU PLANTA AUTOMOTRIZ EN SAN ANTONIO SE ENCARGARA DE PRODUCIR CAMIONETAS TACOMAS, UNA NOTICIA QUE AMBOS GOBIERNOS LOCALES ESPERABAN CON ANSIEDAD, SE TRATA DE UNAS 150 MIL CAMIONETAS QUE SERAN AHORA FABRICADAS POR AQU EN LA PLANTA LOCAL Y SE PRONOSTICA EL DESARROLLO DE MAS DE MIL EMPLEOS ADICIONALES PARA SAN ANTONIO Y EL CONDADO DE BEXAR, ESTE PROYECTO INYECTARA UNA INVERSION DE MAS DE 100 MILLONES DE DOLARES, TOYOTA ADEMÁS ANUNCIO DOLARES, TOYOTA ADEMÁS ANUNCIO QUE SUSPENDERA LA PRODUCCION DE AUTOS EN SU PLANTA UBICADA EN FREMONT, CALIFORNIA ELIMINANDO MAS DE 4 MIL EMPLEOS, CONTINUAR EL DOLOR DE CABEZA PARA LOS CONDUCTORES QUE VIAJAN POR LA CARRTERA 281 NORTE, PERO A LA VEZ CONTINUAN TAMBIEN LOS PLANES PARA ENCONTRAR UNA SOLUCION A ESTE ANTIGUO PROBLEMA, ANABEL MONGE EN VIVO NOS AMPLIA, JORGE, BRENDA, YA DIO INICIO UN NUEVO ESTUDIO EXTENSO QUE TIENE COMO META BUSCAR LAS SOLUCIONES ADECUADAS A ESTE PROBLEMA, ESTO SIN AFECTAR LA SEGURIDAD PUBLICA Y EL MEDIO AMBIENTE, Y DURANTE EL PROCESO SE BUSCA LA OPINION DEL PUBLICO. DENISE DEVORE, QUISIERA QUE POR ARTE DE MAGIA LAS COSAS SE AGILISARAN EN LA CARRETARA 281 NORTE DE LA LOOP 1604 HASTA LA CALLE BORGFIELD. SIN EMBARGO, AQUI NO HAY BARITA MAGICA Y TODO SIGUE SIENDO LENTO.

[\*\*10:03:37 PM\*\*] NAT MEETING CON ESO EN MENTE SE LE DIO LA LUZ VERDE DURANTE UNA REUNION PUBLICA A UN NUEVO ESTUDIO SOBRE LA ZONA. LA ADMINISTRACION FEDERAL DE CARRETERAS REQUIERE QUE SE HAGA UNA DECLARACION DE IMPACTOS AMBIENTALES ANTES DE QUE SE PUEDA HACER CUALQUIER MEJORAMIENTO MAYOR A LA CARRETERA. BITE 7 SEC PRIMERO, ESTUDIAR Y LUEGO NOS DAN EL EXTENSO ESTUDIO QUE SE COMPLETARA EN TRES AROS REQUIERE QUE LA AGENCIA "ALAMO REGIONAL MOBILITY AUTHORITY" CONSIDERE TODOS LOS POSIBLES MEJORAMIENTOS, POR EJEMPLO, CARRILES ADICIONALES, PASOS A DESNIVEL Y EL TRANSITO, LA META ES REPASAR LAS ALTERNATIVAS Y COMO ESTAS AFECTARIAN LA SALUD PUBLICA, LA SEGURIDAD Y EL MEDIO AMBIENTE. BITE 10 SEC 16:14"Y PUES ES IDEA, ACUIFERO, IMPORTNA CIA DEL AGUA PARA VIVIR. "16:25 LA AGENCIA ALAMO REGIONAL MOBILITY AUTHORITY TENDRA CUATRO REUNIONES PUBLICAS, PARA MAS INFORMACION SOBRE LAS SESIONES, USTED PUEDE LLAMAR AL 210-495-5256. ANABEL MONGE, NOTICIAS 41 UNIVISION. EL PROGRAMA FEDERAL QUE OTORGA FONDOS PARA LA COMPRA DE AUTOS NUEVOS BAJO LA INICIATIVA "CASH FOR CLUNKERS" YA ACABO PERO LAS DUDAS SIGUEN ENTRE LOS CONSUMIDORES.



7. AUG 27 2009 10:00PM CT

[ ] ORDER

NEWS 4 SAN ANTONIO AT 10 PM

WOAI-NBC SAN ANTONIO, TX

Run Time: 3:18

[\*\*10:01:47 PM\*\*] THEY'VE BEEN WITHOUT POWER SINCE AROUND NINE P-M. AND THERE'S A DOWNED POWER LINE ON HOLBROOK THAT'S LEFT ABOUT 600 PEOPLE IN THE DARK. WE'LL BE WATCHING THE WEATHER AND IF IT CAUSES ANY MORE PROBLEMS OVERNIGHT, WE'LL BRING YOU THE INFORMATION FIRST THING IN THE MORNING ON NEWS FOUR WOAI TODAY. BREAKING NEWS, SAN ANTONIO POLICE ARE TRYING TO CLEAR UP AN ACCIDENT, AN 18-WHEELER HAS JACKNIFED ON THE WEST BOUND LANES OF I-10 AT BOERNE STAGE ROAD. NO WORD YET IF THE SLICK ROADS HAD ANYTHING TO DO WITH IT. AS WE LEARN MORE, WE'LL BRING IT TO YOU.

[\*\*10:02:10 PM\*\*] AS WE LEARN MORE, WE'LL BRING IT TO YOU. NEW DETAILS TONIGHT ON A STORY WE BROKE HERE ON NEWS 4 WOAI. TOYOTA, OFFICIALLY, WILL MOVE ITS TACOMA TRUCK MANUFACTURING FROM CALIFORNIA TO SAN ANTONIO. THIS MEANS TOYOTA AND ITS SUPPLIERS WILL NEED TO HIRE A LOT MORE PEOPLE. NEWS 4 WOAI'S ERIK RUNGE HAS BEEN FOLLOWING THIS STORY FOR US ALL DAY LONG.

[\*\*10:02:31 PM\*\*] MAKING PHONE CALLS AND CONFIRMING INFORMATION. HE JOINS US WITH ALL THE DETAILS HE'S UNCOVERED. THOSE NEW TRUCKS WILL START BEING MADE HERE NEXT SPRING, THIS NEWS, IS BIG FOR SAN ANTONIO BECAUSE WE'RE TALKING ABOUT AT LEAST A THOUSAND JOBS AT THE PLANT AND SUPPLIERS COULD HIRE HUNDREDS MORE, DESPITE AN

EARLIER SLOW DOWN ON TUNDRA PRODUCTION, DESPITE THE SLOWING ECONOMY WORLD WIDE, TOYOTA SEEMS TO BE THE MANUFACTURING PLANT THAT KEEPS GIVING TO SAN ANTONIO, MAYOR JULIAN CASTRO/SAN ANTONIO) WE LOOK FORWARD TO THE JOBS THAT ARE BEING CREATED IN SAN ANTONIO AND BEXAR COUNTY BUT OUR GAIN IS ANOTHER CITY'S LOSS. MORE THAN 46 HUNDRED PEOPLE LOST THEIR JOBS TODAY. THEY BUILT THE TACOMA TRUCK AT A CALIFORNIA PLANT TOYOTA SHARED WITH THE NOW BANKRUPT GENERAL MOTORS.

[\*\*10:03:13 PM\*\*] THEY BUILT THE TACOMA TRUCK AT A CALIFORNIA PLANT TOYOTA SHARED WITH THE NOW BANKRUPT GENERAL MOTORS. AT LEAST A THOUSAND OF THOSE JOBS WILL COME HERE, BUT NOT RIGHT AWAY. MAYOR JULIAN CASTRO/SAN ANTONIO) THERE IS SOME TIME BETWEEN NOW AND WHEN THE JOBS WILL GO ON LINE. SO FOR RIGHT NOW I URGE PEOPLE TO SIT TIGHT. IN ADDITION TO THE JOBS, CITY AND COUNTY LEADERS BELIEVE BUILDING THE SMALLER TACOMA ALONG SIDE THE BIGGER TUNDRA WILL HELP KEEP TOYOTA MANUFACTURING TRUCKS HERE FOR A LONG TIME.

[\*\*10:04:21 PM\*\*] GOVERNOR RICK PERRY SAYS TOYOTA'S MOVE IS A GOOD EXAMPLE OF HOW TEXAS BUSINESS POLICIES CONTINUE TO HELP THE STATE THROUGH THIS RECESSION. AND TONIGHT NEWS 4 WOAI HIT THE STREETS, AND FOUND OUT SAN ANTONIANS AGREE. PAULINO GONZALEZ I THINK FOR THE CITY OF SAN ANTONIO INCREASING THE NUMBER OF JOBS IS CERTAINLY GOING TO HELP THE ECONOMY PATRICIA BRAWLEY GOOD FOR THE CITY AND WILL HELP A LOT OF PEOPLE THAT NEED WORK YOU CAN READ MORE ABOUT TOYOTA'S DECISION AND THE POTENTIAL IMPACT ON OUR CITY BY LOGGING ON TO WOAI DOT COM AND CLICKING ON NEWS LINKS. NEW TONIGHT, THERE ARE ALLEGATIONS THAT PORN WAS FOUND ON A SOUTH SAN EMPLOYEE'S COMPUTER. NEWS 4 WOAI'S MIREYA VILLARREAL IS UNCOVERING THE DETAILS, AND WHAT'S BEING DONE ABOUT IT.

[\*\*10:06:37 PM\*\*] NEW TONIGHT, THE PLAN IS STILL UP IN THE AIR ABOUT HOW TO EASE TRAFFIC ON 281 NORTH OF 1604 TO THE BEXAR COUNTY LINE. TONIGHT PEOPLE WHO LIVE IN THAT AREA GOT TO SEE SEVERAL OF THE POSSIBILITIES. THEY INCLUDE AN ELEVATED HIGHWAY, A TOLL ROAD, MAYBE EVEN LIGHT RAIL. IT'S GOING TO BE A LONG PROCESS AND TONIGHT'S MEETING WAS THE FIRST STEP IN DETERMINING ALTERNATIVES. DENISE DEVORE WE'RE VERY INTERESTED IN THE NEW HIGHWAY THEY'RE THINKING ABOUT MAKING.



8. AUG 27 2009 10:00PM CT

[ ] ORDER

NEWS 4 SAN ANTONIO AT 10 PM  
WOAI-NBC SAN ANTONIO, TX

Run Time: 0:19

[\*\*10:07:57 PM\*\*] HE WAS ARRESTED TODAY AND HAS BEEN RELEASED ON BOND. THE CHIEF WANTS YOU TO KNOW, THEY ARE BEING PROACTIVE AND TAKING EXTRA STEPS TO MAKE SURE OFFICERS STAY OUT OF TROUBLE. TONIGHT, SAN ANTONIO POLICE ARE TRYING TO SOLVE A MURDER CASE. AND THEY NEED YOUR HELP DOING IT. LYLE KASTNER WAS KILLED LAST MONTH WHILE WORKING AS A SECURITY GUARD.



9. AUG 28 2009 5:00AM CT

[ ] ORDER

GOOD MORNING SAN ANTONIO 5AM  
KSAT-ABC SAN ANTONIO, TX

Run Time: 2:06

[\*\*05:01:07 AM\*\*] STORMS ALL OVER THE AREA. PUDDLES ON THE ROADWAY. WHICH IS GOOD NEWS FOR SAN ANTONIO, MIKE, FANTASTIC. TO BE OUTSIDE, SEE THE DIRT STIRRED UP.

[\*\*05:02:56 AM\*\*] 10 AND 35 SOUTH OF DOWNTOWN, TRAFFIC IS STARTING TO PICK UP, BUT SO FAR NO DELAYS. NEW THIS MORNING, SAN ANTONIO POLICE TACTICAL RESPONSE UNIT MAKES ANOTHER BIG ARREST. THIS TIME, THEY ARREST A MAN ON AN ACTIVE WARRANT FOR SEXUAL ASSAULT OF A CHILD. JOZANNAH QUINTANILLA HAS BEEN FOLLOWING THE STORY.

[\*\*05:04:41 AM\*\*] THEY DECIDED TO BURN ITSELF OUT. ARSON UNITS ARE INVESTIGATING TO SEE IF IT WAS INTENTIONALLY SET OR FROM A LIGHTNING STRIKE. THE TACOMA TRUCK IS MOVING FROM CALIFORNIA TO HERE IN SAN ANTONIO. IT PROMISES AS MANY AS 1,500 NEW JOBS HERE IN SOUTH TEXAS. TOYOTA HAS DECIDED TO INVEST IN TACOMA PRODUCTION HERE IN THE SAN ANTONIO MANUFACTURING FACILITY. MAYOR CASTRO MADE THE ANNOUNCEMENT YESTERDAY. THEY WILL RECEIVE THE GOOD NEWS FROM TOYOTA EXECUTIVES IN A LATE AFTERNOON PHONE CALL. THE REFLECTION OF THE GREAT WORK ETHIC AND ABILITY OF THE SAN ANTONIO WORKFORCE. A WORKFORCE RECOGNIZED WITH AWARDS AT THE EXISTING FACILITY. THAT IS ON THE HEELS OF THE DECISION TO CLOSE THE FACILITY IN CALIFORNIA. AS MANY AS ONE HUNDRED THOUSAND TACOMAS COULD BE PRODUCED EACH YEAR HERE IN SAN ANTONIO. YOU MAY REMEMBER THIS STORY. LYLE CAP NER WAS ESCORTING AN EMPLOYEE TO HER VEHICLE WHEN A MASKED MAN CRAWLED OUT FROM UNDER THE CAR TO ROB THE WOMAN HE INTERVENED AND WAS SHOT IN THE CHEST.



10. AUG 28 2009 5:00AM CT

[ ] ORDER

GOOD MORNING SAN ANTONIO 5AM  
KSAT-ABC SAN ANTONIO, TX

Run Time: 0:42

[\*\*05:06:41 AM\*\*] IT MUST BE COMPLETED BEFORE ANY CAPACITY CAN BE ADDED TO THE ROAD. AS IT MOVES FORWARD, THEY'RE HOLDING A SERIES OF MEETINGS TO EXPLAIN THE PROCESS AND GET THE INPUT FOR WHAT THEY WANT THE NEW ROAD TO LOOK LIKE. A TOLL ROAD THAT GETS RID OF LIGHTS, I WOULD THROW IN A DOLLAR. I DON'T WANT TO HAVE TO SIT AT A LIGHT FOR 15 MINUTES AND THEN ANOTHER LIGHT FOR 15 MORE MINUTES. AN ENVIRONMENTAL STUDY HAS BEEN DONE CONTINUE APPROXIMATE IS THE FIRST TIME IT IS BEING CONTROLLED BY A LOCAL AGENCY.

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### Skepticism abounds on 281/1604 plans

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By Christine Stanley - Contributing Writer/North Central News

Alamo Regional Mobility Authority spokesman Leroy Alloway had one word to sum up what he's been hearing from residents on the latest attempt to fix U.S. 281 north of the Loop 1604.

"Anger," Alloway said Aug. 27. "They're angry that we're doing another study, that something can't be built. People want relief."

ARMA hosted two public meetings on the U.S. 281 corridor last week. The first, held Aug. 25, briefed residents on ARMA's \$140 million direct connector project for 1604 and 281.

The second, held Aug. 27, marked the first of a series of public meetings on ARMA's environmental impact statement for 281 from 1604 to the Comal County line.

If the Federal Highway Administration were to approve it in 2012, this sweeping environmental study will open the door for gridlock relief on 281, but Alloway said it's impossible to determine at this point which traffic solution would work best.

The EIS will evaluate U.S. 281's expansion and its potential to impact the environment, noise levels and historic structures, among other things.

"Everything's back on the table," Alloway said Aug. 27. "The EIS is a clean slate for this community."

Residents have until Tuesday to let ARMA know what kind of improvements they'd like to see on 281 north of 1604. ARMA will compile those comments as part of the 281 EIS to find a consensus on what would work best for the community.

ARMA could do nothing, work to get more public transportation in the area, build overpasses or construct a full-fledged highway with reconfigured feeder roads, Alloway said.

And a toll road is still on the table, Alloway said — something that doesn't sit well with many.

"The people up here are suffering a lot, we know that" Texans Uniting for Reform and Freedom member Pat Dossey said Aug. 27. "But this is just the tip of the iceberg."

TURF, a vocal anti-toll group, continues to criticize ARMA's plans for 281 north of 1604 and the interchange direct connector project.

For 281 north of the loop, TURF members feel that ARMA should stick with the Texas Department of Transportation's 8-year-old freeway improvement plan, which calls for two additional expressway lanes and four frontage lanes.

The EIS, they say, is a ruse to make way for a toll road, regardless of what residents want. They feel that a lesser environmental study could be conducted to speed up improvements to 281 north of the loop if toll roads were taken off the table.

But ARMA has been mandated to conduct an EIS on that section of 281 for any type of construction improvements, regardless of whether they're tolled or not, Alloway said last week.

FHA officials said the study is a must after TxDOT asked them to pull environmental clearance for a U.S. 281 tollway extension last fall.

While preparing for a federal lawsuit that was filed to stop the toll plan, TxDOT officials discovered a conflict of interest between one of its biologists and her husband, a contractor who worked on various aspects of the toll road's environmental assessment, a lower level of environmental review.

"This (EIS) is a blank slate," Alloway said Aug. 27.

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TURF also feels that ARMA is moving forward with the interchange direct connector project on an inadequate level of environmental review.

Four elevated ramps — sitting 44 feet above 281 frontage roads at their highest — would connect travelers on 281 north to the east and west sides of 1604, and from both sides of the loop to 281 south.

FHA has allowed ARMA to proceed with the direct connector project under what's known as a categorical exclusion. It's the lowest level of environmental review that a construction project can go through, as opposed to the EIS for 281 north of the loop, the most sweeping environmental study required under federal law.

FHA classifies the direct connector project as an "operational and safety improvement" because no continuous lanes are being added to either highway, ARMA officials have said. That's why the direct connector project is allowed to proceed under a lesser environmental review, Alloway said Aug. 27.

TURF members say that the EIS for 281 north of 1604 should cover the direct connector project. Skepticism remains as to whether or not the four connectors will eventually be tolled.

ARMA originally planned to build a total of eight flyovers to connect 281 and 1604 at a cost of \$214 million, Alloway said last week.

The agency was able to drum up \$140 million to complete half of the project. Alloway added:

"I don't want to say that (ARMA) is trying to hide something here, but I think they're trying to hide something here," resident Jack Finger said during ARMA's second public meeting last week. "Tolling has just been put on hold."

ARMA has stressed in previous public meetings and on its Web site that the direct connector project will not be tolled.

On Aug. 25, ARMA lawyer Lisa Alderman said she hasn't heard of any immediate plans for a lawsuit to challenge ARMA's categorical exclusion for the direct connector project.

If such a lawsuit were filed, and if it were successful in forcing ARMA to get the next level of environmental review — an environmental assessment — the direct connector project would probably still be OK, Alderman said.

ARMA must have its \$120 in federal stimulus money obligated for the direct connector project by next March, but it wouldn't take that long to bump the categorical exclusion study up to the level of an environmental assessment, she said.

If any potential lawsuit is successful in forcing ARMA to conduct an EIS for U.S. 281/Loop 1604 interchange improvements, the agency can kiss its direct connectors goodbye.

EIS documents typically take five years to complete, Alderman said, which would push the project way behind its 2010 deadline.

"We hear rumblings, but so far there's been no lawsuit filed," she said.

## Comments

1 comment(s) on "Skepticism abounds on 281/1604 plans"

joandavis22 3:57 AM

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that would be "ruse", not "rouse".

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## **Newsletter**

# The 4-1-1 on 281

THE LATEST ON THE US 281 ENVIRONMENTAL IMPACT STATEMENT

AUGUST 2009

## We Want to Hear From You!

What Is an EIS and How Do I Get Involved?



Aerial View of Traffic on US 281

**B**efore any major improvements can be made to the US 281 corridor, from Loop 1604 to Borgfeld Road, the Federal Highway Administration (FHWA) requires an Environmental Impact Statement (EIS) be completed first. An EIS study assists decision makers by detailing proposed alternatives and evaluating the degree to which the proposals affect public health, safety and the environment.

You may recall that several environmental studies have been conducted on the eight-mile stretch of this road. The latest study, an Environmental Assessment, was withdrawn in 2008, and the FHWA mandated that a more extensive EIS be completed. This EIS involves a more comprehensive process to address short- and long-term concerns and solutions related to the complex natural and human environment that coexists in this area.

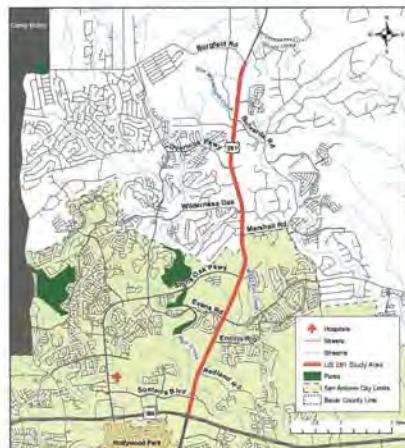
The EIS study requires the Alamo Regional Mobility Authority (Alamo RMA) to consider all transportation improvement alternatives (additional lanes, overpasses, transit, etc.) along US 281 from Loop 1604 to Borgfeld Road. It also presents an opportunity for the community to help identify and develop alternatives the Alamo RMA can assess.

*It is the Alamo RMA's goal to ensure that every concern, idea, suggestion and voice be heard as the EIS study moves forward.*

The Alamo RMA will hold four public meetings and one public hearing to correspond with milestones in the EIS study. The meetings and public hearing are opportunities for you to learn about the study at its different stages and comment on each part of the EIS stage.

For example, if you think "additional lanes" is the best solution for the corridor, you may provide a detailed comment at the meeting, or within a ten-day window of the meeting, and your comment will become part of the official EIS record and be considered as the various alternatives to be evaluated.

Submit your comments by emailing them to [US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org) or mailing them to the Alamo RMA. (See sidebar, right.) Providing clear, concise and solution-oriented comments will be more effective than comments that simply oppose or support a proposed alternative.



US 281 Environmental Impact Statement At Loop 1604 to Borgfeld Road

## What's Being Done NOW?

The EIS study is estimated to be completed in three years. Until a long-term solution is available, we have to look at other alternatives to help relieve congestion to the US 281 corridor. The Alamo RMA is already taking measures to improve mobility and safety along the corridor with two projects: the US 281 Super Street and the US 281/Loop 1604 interchange project. Visit [411on281.com](http://411on281.com) to learn more about both projects.

## US 281 EIS Community Advisory Committee

To further ensure that community concerns and ideas are heard, the Alamo RMA formed the US 281 EIS Community Advisory Committee (CAC) comprising of stakeholder groups that live or work along the US 281 corridor. The Alamo RMA Board of Directors approved the CAC's member list at its July 2009 meeting. The committee includes representatives of civic, community and environmental groups, educational institutions and businesses located along the corridor. The CAC will meet this month. Be sure to visit [411on281.com](http://411on281.com) for more information about the CAC.

The US 281 EIS Community Advisory Committee will:

- Be a voice of the community related to the EIS study
- Provide input and feedback for the development of mobility solutions that are sensitive to transportation, environmental and social needs
- Create an additional information exchange forum for stakeholders along the US 281 corridor and the Alamo RMA



**ALAMORMA**  
Alamo Regional Mobility Authority

## Ways To Get Involved

As the EIS study moves forward, the Alamo RMA will host public meetings to engage the community, share information and ask the community for their comments.

### Public Scoping Meeting #1: Need & Purpose

*Why do we need improvements,  
and what kind should be made?*

August 27, 2009

5:30 p.m.– 8:00 p.m.

Open House  
(no formal presentation)

\*St. Mark the Evangelist Catholic Church Gymnasium  
1602 Thousand Oaks Drive  
San Antonio, Texas 78232

Join us at the open house to:

- Meet the US 281 EIS Team
- Learn more about the EIS study
- Discuss the need and purpose for transportation improvements within the US 281 corridor
- Submit your comments about options for improving the corridor

If you would like to attend the meeting and have special communication or accommodation needs, please contact the Alamo RMA at 210.495.5256 by Tuesday, August 20th.

If you are unable to attend this meeting and would like your comment included in the record, submit your written comments to the Alamo RMA by September 8, 2009 (ten days following the Public Scoping Meeting date). Please email comments to [US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org) or send by mail to:

Leroy Alloway  
Director, Community Relations  
Alamo Regional Mobility Authority  
1222 N Main Avenue, Suite 1000  
San Antonio, Texas 78212

\*The location of the next four meetings will move along the corridor to help accommodate everyone.

## Upcoming Events

The following meetings are tentatively scheduled during the course of the study:

**November 2009**

Public Scoping Meeting #2: Preliminary Alternatives

**February 2010**

Public Meeting #3: Reasonable Alternatives

**April 2011**

Public Hearing: Draft EIS

**August 2011**

Public Meeting #4: Preferred Alternative

Dear Friends and Neighbors,

I wouldn't be surprised if you're asking yourself, "Another environmental study for US 281? Why can't we fix the congestion problem now?" Before any added capacity can be built, we must first complete the most extensive study ever done on this corridor that will not only look at environmental concerns but also will assess the potential social and economic impact to the US 281 corridor from Loop 1604 to Borgfeld Road. This study is called an Environmental Impact Statement (EIS). You'll be hearing the letters E-I-S a lot over the next three years, the average completion time for the study.

The good news is that the EIS study is already underway and we need your help! The Alamo Regional Mobility Authority (Alamo RMA) wants to accelerate this study and will look at all options to help find a long-term solution that best meets the need of the US 281 corridor. We need your suggestions and want to hear your thoughts on how best to improve mobility. Every idea and option,

whether it has been previously proposed or is brand new, is open for discussion. The Alamo RMA was created to accelerate needed local transportation projects; this includes the heavily traveled US 281 corridor, which has seen tremendous development over the past few years. With the community's input, we're making choices about local mobility needs that will enhance the quality of life and economic growth for everyone in our region. We remain committed to working with our community to ensure your daily travel is quicker and safer when you travel on US 281.

You are a vital part of the EIS study and I thank you in advance for taking the time to get involved.

Sincerely,



Dr. William E. Thornton  
Chairman, Alamo Regional Mobility Authority



ALAMO RMA

**ALAMO RMA**  


Stay informed  
Visit [411on281.com](http://411on281.com) regularly for the most up-to-date information about the US 281 corridor. The website is an opportunity for the Alamo RMA to open a two-way dialogue with the community and for the community to learn every detail about the US 281 corridor. We have a new EIS page on the 4-1-1 website! Click on "Environmental Impact Statement". The page will have everything you ever wanted to know about an EIS study and will be regularly updated with information about the ongoing US 281 EIS study.

**Contact Us**

Alamo Regional Mobility Authority  
1222 N Main Ave, Suite 1000  
San Antonio, Texas 78212  
210.495.5256  
AlamoRMA.org

US 281 Environmental Impact Statement:  
[411on281.com](http://411on281.com)  
[US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org)

**Get the 4-1-1 on 281**



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# El 4-1-1 de la 281

LO ÚLTIMO DE LA DECLARACIÓN DE IMPACTOS AMBIENTALES

AGOSTO DE 2009

## ¡Queremos Saber de Usted!

¿Qué es una EIS y cómo me involucro en el proceso?



Vista Aérea del Tráfico en US 281

Antes de que se puede hacer cualquier mejoramiento mayor al corredor de la carretera US 281, de Loop 1604 hasta Borgfeld Road, la administración Federal de Carreteras (FHWA por sus siglas en inglés) requiere que primero sea completado una Declaración de Impactos Ambientales (EIS por sus siglas en inglés). Un estudio EIS ayuda a los que están tomando decisiones dándoles detalles de alternativas propuestas y evaluando hasta donde las alternativas afectarán la salud pública, la seguridad y el medio ambiente.

Puede ser que usted se acuerda que se han hecho varios estudios medioambientales de este pedazo de camino de ocho millas. El más recién estudio, un Estudio Ambiental, fue retirado en 2008 y la FHWA mandó que un estudio más extensivo de EIS sea completado. La EIS es un proceso más exhaustivo para dirigirse a asuntos y soluciones de corto y largo plazo relacionados con el complejo medio ambiente natural y humano que coexiste en este área.

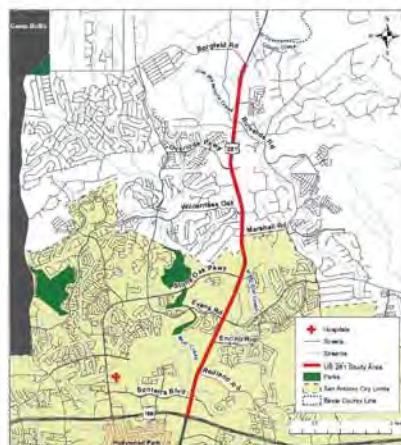
El proceso de la EIS requiere que la Autoridad Regional Alamo de Movilidad (Alamo RMA) considere todas las posibles mejoramientos de transporte (carriles adicionales, pasos a desnivel, tránsito, etc.) por la carretera US 281 de Loop 1604 hasta Borgfeld Road. A la vez presenta la oportunidad para que la comunidad ayude en identificar y desarrollar alternativas que pueden ser evaluadas por la Alamo RMA.

*Es la meta de la Alamo RMA de asegurar que cada inquietud, idea, sugerencia y voz se escucha durante este estudio de EIS.*

La Alamo RMA convocará cuatro reuniones públicas y una audiencia pública que corresponden a los hitos del estudio EIS. Las reuniones y audiencia pública son oportunidades para que usted pueda aprender acerca del estudio en sus diferentes etapas y comentar sobre cada aspecto de la etapa del EIS.

Por ejemplo, si usted piensa que carriles adicionales es la mejor solución para el corredor, usted puede hacer un comentario detallado en la reunión, o dentro de un período de diez días después de la reunión, y su comentario será parte del acta oficial de la EIS y será considerado cuando evalúan las varias alternativas.

Entregue sus comentarios por correo electrónico al US281EIS@AlamoRMA.org o por correo a la Alamo RMA. (Véase subártculo a la derecha.) Proveyendo comentarios claros, concisos y orientados a soluciones será más efectivo que comentarios que solamente oponen o apoyan a una alternativa propuesta.



Área de la Declaración de Impactos Ambientales de US 281: Loop 410 a Borgfeld Road

## ¿Qué se está haciendo AHORA?

Se estima que el estudio de la EIS se completa en tres años. Hasta que una solución a largo plazo está disponible, tenemos que buscar alternativas que ayuden a reducir la congestión en el corredor de la carretera US 281. La Alamo RMA está tomando pasos para mejorar la movilidad y seguridad en el corredor de la carretera US 281 con dos proyectos: la Super Calle de US 281 y el proyecto del intercambiador de US 281/Loop 1604. Visite 411on281.com para conocer más de estos dos proyectos.

## Comité Asesor de la Comunidad de la US 281 EIS

Para asegurar todavía más que las inquietudes e ideas de la comunidad serán escuchadas, la Alamo RMA formó el Comité Asesor de la Comunidad (CAC) de la US 281 EIS, con representantes de grupos interesados que trabajan o viven por la carretera US 281. La mesa directiva de la Alamo RMA aprobó la lista de miembros del CAC en su junta de julio de 2009. El comité incluye representantes de grupos cívicos, comunitarios y medio ambientales, instituciones educacionales, y negocios situados por el corredor. El CAC se reunirá este mes. No deje de visitar 411on281.com para más información del CAC.

El Comité Asesor de la Comunidad de la US 281:

- Será una voz de la comunidad respecto al estudio de la EIS
- Proveerá insumos y retroalimentación para el desarrollo de soluciones de movilidad que toman en cuenta las necesidades de transporte, medio ambientales y sociales
- Formará un foro adicional para el intercambio de información entre interesados del corredor de la carretera US 281 y la Alamo RMA



ALAMO RMA  
Alamo Regional Mobility Authority

## Involúcrese

La Alamo RMA convocaría reuniones públicas para interactuar con la comunidad, compartir información, y pedirle a la comunidad que comenten sobre el estudio.

### Reunión Pública #1 para Explorar y Detectar Necesidades: Necesidades y Propósito

*¿Por qué necesitamos mejoramientos y qué clase de mejoramientos se deben de hacer?*

27 de agosto de 2009

5:30 p.m.- 8:00 p.m.  
(no habrá presentación formal)

St. Mark the Evangelist Catholic Church\* (en el gimnasio)  
1602 Thousand Oaks Drive  
San Antonio, Texas 78232

Acompáñenos en la exhibición abierta al público para:

- Conocer al equipo de la EIS
- Saber más del estudio de la EIS
- Dialogar sobre la necesidad y propósito de los mejoramientos de transporte dentro del corredor de la carretera US 281
- Entregar sus comentarios respecto a las opciones para mejorar el corredor.

Si usted desea asistir a la reunión y tiene algunas necesidades especiales de comunicación o para acomodarse, favor de comunicarse a la Alamo RMA al 210.495.5256 para el martes, 20 de agosto de 2009.

Si usted no puede asistir a la reunión y quiere que sus comentarios sean parte del acta oficial, entregue sus comentarios por escrito a la Alamo RMA para el 8 de septiembre de 2009 (diez días después de la primera reunión pública para explorar y determinar necesidades). Favor de mandar comentarios por correo electrónico a US281EIS@AlamoRMA.org o por correo a:

Leroy Alloway  
Director, Community Relations  
Autoridad Regional Alamo de Movilidad  
1222 N Main Avenue, Suite 1000  
San Antonio, Texas 78212

\*El local de las próximas cuatro reuniones avanzarán por el corredor para poder acomodar a todos.

## Eventos Próximos

Las reuniones a continuación están programados tentativamente durante el período del estudio:

### Noviembre de 2009

Reunión Pública #2 para Explorar y Determinar las Necesidades: Alternativas Preliminares.

### Febrero de 2010

Reunión Pública #3: Alternativas Razonables

### Abril de 2011

Audiencia Pública: EIS Preliminar

### Agosto de 2011

Reunión Pública: Alternativa Preferida

Estimados Amigos y Vecinos,

No me sorprendería si usted se estaba preguntando—¿Otro estudio del medio ambiente para la carretera US 281? ¿Por qué no podemos arreglar el problema de la congestión ahíto mismo? Antes que cualquier capacidad extra pueda ser añadida a la carretera hay que completar el estudio más extenso que se ha hecho de este corredor que identificará los impactos sociales y económicos potenciales al corredor de la carretera US 281 del Loop 1604 hasta Borgfeld Road. Esta clase de estudio se llama una Declaración de Impactos Ambientales (conocido por sus siglas en inglés como EIS). Usted estará escuchando E-I-S mucho durante los próximos tres años, el promedio de tiempo que se lleva para hacer esta clase de estudio.

Las buenas noticias son que este estudio EIS ya está en marcha y necesitamos de su ayuda. La Autoridad Regional Alamo de Movilidad (Alamo RMA por sus siglas en inglés) quiere acelerar este estudio y examinará todas las opciones para encontrar una solución que es la mejor adecuada a largo plazo para las necesidades del corredor de la carretera US 281. Necesitamos sus sugerencias y queremos saber de usted cuales soluciones piensa que serán las mejores para mejorar la movilidad. Cada idea y opción, sea una previamente propuesta o una nueva, será considerada.

La Alamo RMA fue establecida para acelerar proyectos de transporte necesitados al nivel local; ésto incluye el corredor de la carretera US 281 que tiene mucha tráfico y donde ha habido mucha urbanización en estos últimos años. Usando los insumos de la comunidad, estamos tomando decisiones respecto a las necesidades locales de movilidad que mejoran la calidad de vida y el crecimiento económico para todos de la región. Nos mantenemos comprometidos a trabajar con nuestra comunidad para asegurar que sus viajes diarios sean más rápidos y más seguros cuando usted viaja por la carretera US 281.

Usted forma una parte vital del proceso de la EIS y yo le quiero agradecer por adelantado por tomar el tiempo de involucrarse en este estudio.

Sinceramente,



Dr. William E. Thornton  
Presidente  
Autoridad Regional Alamo de Movilidad



ALAMORMA

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Manténgase informado  
Visite el [411on281.com](http://411on281.com) con frecuencia para la información más actualizada del corredor de la carretera US 281. Este sitio web es una oportunidad para que la comunidad aprenda sobre los detalles del corredor de la carretera US 281. También es una oportunidad para que el Alamo RMA abra un diálogo de doble vía con la comunidad y para la carretera US 281. Tenedemos una página nueva de la EIS en el sitio web de 4-1-1. Haga clic en Declaración de Impactos Ambientales. La página tendrá todo lo que quisieras saber respecto a un estudio EIS y será actualizada con frecuencia con información tocante al estudio EIS de la carretera US 281.

Comuníquese con Nosotros  
Autoridad Regional Alamo de Movilidad  
1222 N Main Ave, Suite 1000  
San Antonio, Texas 78212  
210.495.5256  
AlamoRMA.org

Declaración de Impactos Ambientales:  
[411on281.com](http://411on281.com)  
[US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org)



Consiga el 4-1-1 de la 281



Autoridad Regional Alamo de Movilidad | 1222 N Main Ave, Suite 1000 | San Antonio, Texas 78212 | 210.495.5256

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## **Letters to Elected Officials**



August 4, 2009

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*EXECUTIVE DIRECTOR*

The Alamo Regional Mobility Authority (Alamo RMA) will hold a public scoping meeting regarding transportation improvements to US 281 from Loop 1604 to Borgfeld Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment from construction and operation of proposed transportation improvements.

The public is encouraged to attend this first EIS public scoping meeting on Thursday, August 27, 2009, anytime between 5:30 pm and 8:00 pm, at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. The meeting will be open-house format with a variety of materials available for viewing. Project team members will be available to discuss issues and answer questions regarding the proposed project and the EIS process.

The purpose of this meeting is to introduce the public to the proposed project, present the preliminary need and purpose, present preliminary alternatives, and gather information from the public about important issues and local concerns, including options for improving mobility within the US 281 corridor.

Please feel free to contact Leroy Alloway or Lisa Adelman at 210.495.5256 with any questions on this first Community Open House for the US 281 EIS.

Sincerely,

Terry M. Brechtel  
Executive Director

Enclosure - US 281 EIS Community Open House Public Notice

## Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Gonzalez	Charles	20 <sup>th</sup> Congressional District of Texas	United States House of Representatives B-124 Federal Bldg. 727 E. Durango	San Antonio, TX 78206
Smith	Lamar	21 <sup>st</sup> Congressional District of Texas	United States House of Representatives 1100 NE Loop 410 Ste 640	San Antonio, TX 78209
Rodriguez	Ciro	23 <sup>rd</sup> Congressional District of Texas	1950 SW Military Drive	San Antonio, TX 78221
Cuellar	Henry	28 <sup>th</sup> Congressional District of Texas	615 E. Houston Street Suite 451	San Antonio, TX 78205
Thomas		Administrator City of Fair Oaks Ranch	7286 Diez Elkhorn	Fair Oaks Ranch, TX 78015
Hoyl	Rita	Assistant City Manager, City of Castle Hills	209 Lemonwood Drive	San Antonio, TX 78213
Casteel, P.E.	David	Assistant Executive Director for District Operations, Texas Department of Transportation	125 East 11th Street	Austin, TX 78701
Russell, P.E.	Philip	Assistant Executive Director for Innovative Project Development, Texas Department of Transportation	125 East 11th Street	Austin, TX 78701
Rodriguez	Sergio "Chico"	Bexar County Commissioner, Precinct 1	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Elizondo	Paul	Bexar County Commissioner, Precinct 2	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Wolff	Kevin	Bexar County Commissioner, Precinct 3	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Adkisson	Tommy	Bexar County Commissioner, Precinct 4	Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Wolff	Nelson	Bexar County Judge	Bexar County Commissioners Court 100 Dolorosa	San Antonio, TX 78205
Beitzel	Gary	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Bustamante	Anna	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Casillas	Marcelo	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Conner	Charles	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
McClendon	Denver	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Rindfuss	James	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Sprague	Gene	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Weiner	Bernard	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204

**Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1**

Last Name	First Name	Position	Street Address	City, State, Zip
Zarate	Roberto	Board Member, Alamo College District	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Perez		Board Member, District 1 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Rodriguez		Board Member, District 2 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Neathery		Board Member, District 3 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Weaver		Board Member, District 4 San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Besnahan	Letti	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Bristow	Randy	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Galindo	Susan	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Hughey	Sandy	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Perkins	Brigette	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Plummer	Beth	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
White	Ed	Board Member, North East ISD	Suite 602	San Antonio, Texas 78217
Patterson		Board Members, District 1 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Miller		Board Members, District 2 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Rice		Board Members, District 3 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Franklin		Board Members, District 4 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Ellis		Board Members, District 5 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Hughes		Board Members, District 6 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Valdivia		Board Members, District 7 Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Pickett	Joe	Chair, House Committee on Transportation	P.O. Box 2910	Austin, TX 78768
Carona	John	Chairman, Senate Committee on Transportation and Homeland	P.O. Box 12068 Capitol Station	Austin, TX 78711

## Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Leslie	Bruce H.	Chancellor, Alamo College District Security	201 W. Sheridan, Bldg. B, Room 111	San Antonio, Texas 78204
Mitchell	Seth	Chief of Staff, Bexar County	Bexar County Courthouse 100 Dolorosa	San Antonio, TX 78205
Pate	Sean	City Administrator, City of Balcones Heights	City of Balcones Justice Center 3300 Hillcrest Drive	San Antonio, TX 78201
Dailey	Cody	City Administrator, City of Elmendorf	PO Box 717	Elmendorf, TX 78112
Schroder	Rick	City Administrator, City of Helotes	12951 Bandera PO Box 507	Helotes, TX 78023
Morales	Frank	City Administrator, City of Hill Country Village	116 Aspen Lane	San Antonio, TX 78232
Gonzales	Melissa	City Administrator, City of Somerset	7360 E. 6th Street	Somerset, TX 78069
Cran	Ronnie	City Administrator, City of Windcrest	8601 Midcrown	Windcrest, TX 78239
Clamp	John G.	City Councilman, District 10	Office of the City Council P.O. Box 839966	San Antonio, TX 78273
Cortez	Philip A.	City Councilman, District 4	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Medina	David	City Councilman, District 5	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Lopez	Ray	City Councilman, District 6	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Rodriguez	Justin	City Councilman, District 7	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Williams	Reed	City Councilman, District 8	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Cisneros	Mary Alice	City Councilwoman, District 1	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Taylor	Ivy	City Councilwoman, District 2	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Ramos	Jennifer V.	City Councilwoman, District 3	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Chan	Elisa	City Councilwoman, District 9	Office of the City Council P.O. Box 839966	San Antonio, TX 78283
Waldman	Rebecca	City Manager, City of Alamo Heights	6116 Broadway	Alamo Heights, TX 78209
Hughes	Samuel	City Manager, City of Converse	403 South Seguin	Converse, TX 78109
Tedford	Zina	City Manager, City of Kirby	112 Bauman	Kirby, TX 78219
Lambert	Lanny	City Manager, City of Leon Valley	6400 El Verde Road	Leon Valley, TX 78238
Smith	Matt	City Manager, City of Live Oak	8001 Shin Oak Drive	Live Oak, TX 78233
Buckert	Amy	City Manager, City of Olmos Park	119 W. El Prado Drive	San Antonio, TX 78212
Taylor	David	City Manager, City of Schertz	1400 Scheitz Parkway	Schertz, TX 78154
Roberts	Kenneth	City Manager, City of Selma	9375 Corporate Drive	Selma, TX 78154
Longoria	Manuel	City Manager, City of Shavano Park	900 Saddletree Court	Shavano Park, TX 78231

## Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Browne	J. Mark	City Manager, City of Terrell Hills	5100 N. New Braunfels	San Antonio, TX 78209
Taylor	Ken	City Manager, City of Universal City	2150 Universal City Blvd.	Universal City, TX 78148
Cooper	Louis	City of Alamo Heights	6116 Broadway	Alamo Heights, TX 78209
De Leon	Suzanne	City of Balcones Heights	City of Balcones Justice Center 3300 Hillcrest Drive	San Antonio, TX 78201
Harper	Marcy	City of Castle Hills	209 Lemonwood Drive	San Antonio, TX 78213
Suarez	Al	City of Converse	403 South Seguin	Converse, TX 78109
Hicks	Thomas	City of Elmendorf	PO Box 717	Elmendorf, TX 78112
Kasprowicz	Dan	City of Fair Oaks Ranch	7826 Dietz Elkhorn	Fair Oaks Ranch, TIC 78015
Darst	Dan	City of Grey Forest	18502 Scenic Loop	Helotes, TX 78023
Schoolcraft	Thomas	City of Helotes	12951 Bandera PO Box 507	Helotes, TX 78023
Francis	Kirk	City of Hill Country Village	116 Aspen Lane	San Antonio, TX 78232
Duffek, Jr.	Johnhny	City of Kirby	112 Bauman	Kirby, TX 78219
Riley	Chris	City of Leon Valley	6400 El Verde Road	Leon Valley, TX 78238
Painter	Joe	City of Live Oak	8001 Shin Oak Drive	Live Oak, TX 78233
Teffeller	Ronald	City of Olmos Park	119 W. El Prado Drive	San Antonio, TX 78212
Baldwin	Hal	City of Schertz	1400 Schertz Parkway	Schertz, TX 78154
Parma	Jim	City of Selma	9375 Corporate Drive	Selma, TX 78154
Marne	A. David	City of Shavano Park	900 Saddletree Court	Shavano Park, TX 78231
Cuellar	Paul	City of Somerset	7360 E. 6th Street	Somerset, TX 78069
Camp	J. Bradford	City of Terrell Hills	5100 N. New Braunfels	San Antonio, TX 78209
Williams	John H.	City of Universal City	2150 Universal City Blvd.	Universal City, TX 78148
Leonhardt	Jack	City of Windcrest	8601 Midcrown	Windcrest, TX 78239
Littlepage	Tiffany	City Secretary, City of Bulverde	30360 Cougar Bend	Bulverde, TX 78163
Kinsley	Shannon	City Secretary, City of Grey Forest	18502 Scenic Loop	Helotes, TX 78023
Conaway	Susan	City Secretary, Town of China Grove	2456 FM 1516	San Antonio, TX 78263
Alamia	Janice	City Secretary, Town of Hollywood Park	2 Mecca Drive	San Antonio, TX 78232
Eccleston	Donna	Comal County Commissioner, Precinct 1	199 Main Plaza	New Braunfels, TX 78130
Millkin	Jay	Comal County Commissioner, Precinct 2	199 Main Plaza	New Braunfels, TX 78130
Parker	Gregory	Comal County Commissioner, Precinct 3	199 Main Plaza	New Braunfels, TX 78130
Kennady	Jan	Comal County Commissioner, Precinct 4	199 Main Plaza	New Braunfels, TX 78130
Scheel	Danny	Comal County Judge	199 Main Plaza	New Braunfels, TX 78130
Martinez	Isidro	Director, San Antonio Bexar County	825 South St. Mary's Street	San Antonio, TX 78205

## Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Brown.	Julia	Metropolitan Planning Organization District Deputy Engineer. Texas Department of Transportation	PO Box 29928	San Antonio, TX 78229
Medina	Mario	District Engineer, Texas Department of Transportation	PO Box 29928	San Antonio, TX 78229
Aceves.	Joe	Executive Director of Infrastructure Services, Bexar County	233 North Pecos La Trinidad, Ste 420	San Antonio, TX 78207
Boyer		Executive Director San Antonio Mobility Coalition	13526 George Road Suite 107	San Antonio, TX 78230
Saenz	Amadeo	Executive Director, Texas Department of Transportation	125 East 11th Street	Austin, TX 78701
Scott		General Manager San Antonio River Authority	100 East Guenther St.	San Antonio, Texas 78204
Perry	Rick	Governor of the State of Texas	Office of the Governor P.O. Box 12428	Austin, TX 78711
Munoz		III Chairman VIA Board of Trustees	Office of the President / CEO P. O. Box 12489 800 W. Myrtle	San Antonio, TX 78212
Dewhurst	David	Lieutenant Governor of the State of Texas	P.O. Box 12068 Capitol Station	Austin, TX 78711
Jeffrey	Ray	Mayor, City of Bulverde	30360 Cougar Bend	Bulverde, TX 78163
Castro	Julian	Mayor, City of San Antonio	City of San Antonio P.O. Box 839966	San Antonio, TX 78283
Danielson		Ms. Danielson General Manager Edwards Aquifer Authority	1615 N. St. Mary's Street	San Antonio, Texas 78215
Wilson	Duane	President / CEO, North San Antonio Chamber of Commerce	12930 Country Parkway	San Antonio, TX 78216
Parker	Keith	President / CEO, VIA Metropolitan Transit Authority	PO Box 12489 800 W. Myrtle	San Antonio, TX 78212
Cavazos		President, San Antonio Hispanic Chamber of Commerce	318 W. Houston St. Suite 300	San Antonio, TX 78205
Taylor	Cindy	President, South San Antonio Chamber of Commerce	8005 Crouch Road, Building 624E Brooks City-Base	San Antonio, TX 78235
Cruz	Mary	President, West San Antonio Chamber of Commerce	314E1 Paso	San Antonio, TX 78207
Straus	Joe	Speaker of the Texas House of Representatives	P.O. Box 2910	Austin, TX 78768
Martinez	Trey	State Representative, District 116	1910 Fredricksburg Road	San Antonio, TX 78201
Fischer		State Representative, District 117	9107 Marbach Rd Suite 111	San Antonio, TX 78245
Leibowitz	David	State Representative, District 118	660 SW Military Drive Suite L	San Antonio, TX 78221
Farias	Joe	State Representative, District 119	3319 Sidney Brooks	San Antonio, TX 78235
Gutierrez	Roland	State Representative, District 120	403 S.W. W White Road Suite 210	San Antonio, TX 78219
McClendon	Ruth	State Representative, District 122	2040 Babcock Suite 402	San Antonio, TX 78229
Corte	Frank	State Representative, District 123	1114 S. St. Mary's Suite 110	San Antonio, TX 78210
Villarreal	Michael	State Representative, District 123		

Elected Official Mailing List for US 281 EIS Public Scoping Meeting #1

Last Name	First Name	Position	Street Address	City, State, Zip
Menendez	Jose	State Representative, District 124	7121 US Highway 90 West Suite 240	San Antonio, TX 78227
Castro	Joaquin	State Representative, District 125	6502 Bandera Suite 106	San Antonio, TX 78238
Miller	Doug	State Representative, District 73	387 W. Mill Street	New Braunfels, TX 78130
Uresti	Carlos	State Senator, District 19	2530 SW Military Drive Ste 103	San Antonio, TX 78224
Zaffirini	Judith	State Senator, District 21	12702 Toepperwein Road Suite 214	San Antonio, TX 78233
Wentworth	Jeff	State Senator, District 25	1250 NE Loop 410 Suite 925	San Antonio, TX 78209
Van de Putte	Leticia	State Senator, District 26	700 N. St. Mary's Street Suite 1725	San Antonio, TX 78205
Middleton	Richard	Superintendent, North East ISD	Suite 602	San Antonio, Texas 78217
Folks	John	Superintendent, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Holmes	Ned	Texas Department of Transportation	Texas Department of Transportation 125 East 11 <sup>th</sup> Street	Austin, TX 78701
Meadows	William	Texas Department of Transportation	125 East 11 <sup>th</sup> Street	Austin, TX 78701
Underwood	Fred	Texas Department of Transportation	125 East 11 <sup>th</sup> Street	Austin, TX 78701
Delisi	Deirdre	Texas Transportation Commission	Texas Department of Transportation 125 East 11 <sup>th</sup> Street	Austin, TX 78701
Houghton	Ted	Texas Transportation Commission	125 East 11 <sup>th</sup> Street	Austin, Texas 78701
Perez		The Greater San Antonio Chamber of Commerce	602 E. Commerce	San Antonio, TX 78205
Dunk	Dennis	Town of China Grove	2456 FM 1516	San Antonio, TX 78263
McIlveen	Richard	Town of Hollywood Park	2 Mecca Drive	San Antonio, TX 78232
Blunt, Jr.	Robert	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Britton, Jr.	George	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Chumbley	MLissa	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Fields	Randall	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Freeman	Karen	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Holmes	Annie	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238
Reed	Katie	Trustee, Northside ISD	5900 Evers Road	San Antonio, TX 78238

## **Press Release**



# ALAMO RMA

Alamo Regional Mobility Authority

"Moving people faster."

**Contact:**

Leroy Alloway  
Director, Community Relations  
210.378.4399 / 210.495.5256  
LAlloway@AlamoRMA.org

**FOR IMMEDIATE RELEASE**

[August 25, 2009]

## Alamo RMA Asks the Community For Their Input at the First US 281 Environmental Impact Statement Meeting

**(SAN ANTONIO)** – [August 27, 2009] – To mark the official public kick-off for the US 281 Environmental Impact Statement (EIS), the Alamo Regional Mobility Authority (Alamo RMA) is holding a public scoping meeting on Thursday, August 27, 2009. The Alamo RMA needs and wants to hear from the public about how best to improve mobility along US 281, so they are encouraging everyone to attend this open house meeting from 5:30 pm to 8:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232.

Users of US 281 continue to see development, and consequently congestion, from Loop 1604 to Borgfeld Road, but before any long-term improvements can be made, an EIS must be completed. This EIS is the most extensive study ever conducted on US 281, and to date, only one other EIS has been completed in Bexar County. An EIS assists decision makers by detailing proposed transportation improvement alternatives and evaluating the degree to which the proposals affect public health, safety and the environment.

The community is an integral part of the EIS study, so it is the Alamo RMA's intent to ensure that every concern, idea, suggestion and voice be heard throughout this three-year study. These ideas and options, whether previously proposed or brand new, are open for discussion.

At this first EIS meeting, the public will have the opportunity to:

- Meet the US 281 EIS team
- Learn more about the EIS study
- Discuss the need and purpose for transportation improvements within the US 281 corridor
- Submit comments about options for improving the corridor

As the EIS moves forward, the Alamo RMA will continue to host public meetings to engage the community, share information and ask the community for their comments.

For up-to-date information related to the EIS and other US 281 projects, please visit [www.411on281.com](http://www.411on281.com) or call (210) 495-5256.

### **About the Alamo Regional Mobility Authority**

Overseen by a seven-member Board of Directors, the Alamo RMA includes a professional staff and consultant team that are committed to finding ways to empower our local community to take charge of our transportation future. The purpose of the Alamo RMA is to provide Bexar County with opportunities to accelerate needed transportation projects - through the direction of a local board making local choices about local mobility needs - that enhance the quality of life and economic growth for all residents in our region.

###

## **Request for Coverage**

**Contact:**

Leroy Alloway  
Director, Community Relations  
210.378.4399 / 210.495.5256  
LAlloway@AlamoRMA.org

**FOR IMMEDIATE RELEASE**

[August 27, 2009]

## **Request for Coverage – Alamo RMA Asks the Community For Their Input at the First US 281 Environmental Impact Statement Meeting**

**WHAT:** To mark the official public kick-off for the US 281 Environmental Impact Statement (EIS), the Alamo Regional Mobility Authority (Alamo RMA) is holding a public scoping meeting on Thursday, August 27, 2009. The Alamo RMA needs and wants to hear from the public about how best to improve mobility along US 281 from Loop 1604 to Borgfeld Road.

**WHEN:** Thursday, August 27, 2009  
Open house: 5:30 – 8:00 p.m. (no formal presentation)

**WHERE:** **St. Mark the Evangelist Catholic Church Gymnasium**  
1602 Thousand Oaks Drive  
San Antonio, Texas 78232

**WHO:** Alamo RMA Board Members, Dr. Bill Thornton and Mr. Ray Diaz  
US 281 EIS team  
Members of the Public

**MORE:** Users of US 281 continue to see development, and consequently congestion, from Loop 1604 to Borgfeld Road, but before any long-term improvements can be made, an EIS must be completed. This EIS is the most extensive study ever conducted on US 281, and to date, only one other EIS has been completed in Bexar County. An EIS assists decision makers by detailing proposed transportation improvement alternatives and evaluating the degree to which the proposals affect public health, safety and the environment.

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- Meet the US 281 EIS team
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###



[News Directors, etc.]  
[Media Outlet]  
[Address]  
[San Antonio TX]

August 20, 2009

***BOARD OF DIRECTORS***

***DR. WILLIAM E. THORNTON***  
***CHAIRMAN***

***M. CRISTINA RODRIGUEZ***  
***VICE-CHAIR***

***REYNALDO L. DIAZ, JR.***  
***SECRETARY/TREASURER***

***JAMES R. REED***

***ROBERT S. THOMPSON***

***CHRISTEL VILLARREAL***

***TERRY M. BRECHTEL***  
***EXECUTIVE DIRECTOR***

Re: Invitation to Preview the US 281 Environmental Impact Statement  
Public Meeting on August 27, 2009 at 4:00 p.m.

Dear [Insert Name],

Dan Rather once said, "Americans will put up with anything provided it doesn't block traffic." With that in mind, it seems that many local residents using US 281 from Loop 1604 to Borgfeld Road have been very tolerant as we continue to see expansion and, consequently, increased congestion along that stretch of the corridor. Before any long-term solutions can commence, however, the completion of an Environmental Impact Statement (EIS) is required.

To mark the official kickoff of the study, the Alamo Regional Mobility Authority (Alamo RMA) is holding a public scoping meeting on Thursday, August 27, 2009. You're invited to attend a special press-only preview that day from 4:00 p.m. - 5:00 p.m. (Details below.)

We hope you will take advantage of this specially allotted time to view related exhibits and interview Alamo RMA representatives. For media members in broadcasting, this is an excellent opportunity to obtain sound bites in time for your early-evening programs as we embark on this three-year study affecting all San Antonio residents.

If you wish, please stay for the open house portion of the meeting which runs from 5:30 p.m. to 8:00 p.m. At this time we will introduce the community to the US 281 EIS study and team, discuss the purposes for improving mobility along the corridor and take comments and suggestions from the public.

Meeting Specifics for US 281 EIS Public Scoping Meeting #1:

Media-Only Preview: 4:00 p.m.-5:00 p.m.

Public Meeting: 5:30 p.m.-8:00 p.m.

St. Mark the Evangelist Catholic Church Gymnasium  
1602 Thousand Oaks Drive, San Antonio, Texas 78232

To confirm your attendance at the media preview and inquire about the EIS, please contact Leroy Alloway, Alamo RMA Director of Community Relations, at LAlloway@AlamoRMA.org or 210.495.5256. For additional information, please visit our website at 411on281.com.

Whatever the ultimate outcome of the US 281 Environmental Impact Statement, the surrounding community it serves will be the greatest barometer of its success. To that end, the Alamo RMA is committed to addressing the concerns of every interested community member as the study moves forward. We look forward to your partnership in keeping the public engaged over the next several years as we strive toward finding the best long-term solution to the congestion impacting US 281.

Sincerely,



Dr. William E. Thornton  
Chairman  
Alamo Regional Mobility Authority

Enclosure:  
US 281 EIS Newsletter

## **Media Kit**



**ALAMO RMA**

*Alamo Regional Mobility Authority*

*"Moving people faster"*

**US 281 Environmental Impact Statement**

**Public Meeting**

**August 27, 2009**

**MEDIA KIT**



## Contents of Media Kit

- (1) Press Release (available on **Appendix A**)
- (2) Newsletter (available on **Appendix A**)
- (3) Meeting Handouts (available on **Appendix C**)
- (4) Slide Presentations (available on **Appendix C**)
- (4) Exhibits (available on **Appendix C**)

## **Media List**

## Media List

### Television Stations

- KSAT
- KENS
- KABB
- KLBN
- WOAI
- KWEX
- KVDA

### AM Radio Stations

- KTSA
- WOAI
- Texas Public Radio

### FM Radio Stations

- KAJA, 97.3
- KCYY, 100.3
- KONO, 101.1
- KQXT, 101.9
- KSTX, 89.1
- KSYM, 90.1
- KXXM, 96.1
- KZEP, 104.4

### Daily Newspapers

- San Antonio Express News

### Weeklies

- San Antonio Business Journal
- La Prensa
- North Central News
- North San Antonio Times
- Northwest Weekly
- The Herald – Northeast
- Southside Reporter
- Rumbo
- San Antonio Current

### San Antonio News Bureau

- Associated Press

## **APPENDIX B**

### **Sign-In Sheets**



ALAMORAMA

Agency Scoping Meeting #1, August 27, 2009

St. Mark's Catholic Church Gymnasium

1:00 P.M. - 3:00 P.M.

Sign-In Sheet



## **Agency Scoping Meeting #1, August 27, 2009**

**St. Martin Catholic Church, Community**

St. Mark's Catholic Church Gymnasium

1:00 P.M. - 3:00 P.M.

**Sign-In Sheet**

AGENCY NAME	CONTACT NAME	CONTACT PHONE #	CONTACT E-MAIL ADDRESS
ALAMO RMA	LISA Adelman	210-495-5499	LAdelman@alamoroma.org
ALAMO RMA	PAT IRWIN	210-495-5256	Pirwin@alamorma.org
FHWA	Theresa Clarkton	512-534-5943	theresa.clarkton@dot.gov



MEDIA

US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

August 27, 2009, 5:30-8:00 p.m. Open House

**St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232**

MEDIA

Name PLEASE PRINT	Address	Phone	Don't publish info (v)
Street	City, State	Zip	E-Mail
Anabel Monge T. Gade	411 E Durango LCSLT	SA TX	amonge@univision.net newse@lcsd.edu
Samuel Belilty			UNIVISION
Bill Molina	Po Box 1544 SA EN	Helotes TX 78023	strom@picturesearthlink.net
Tosh Baugh		78205	
Be J. Hause	WOMAT RFD 433 Rivers Crescent	SA, TX 78212	Ukacot6@gmail.com
Christine Stanley			

Wardrip

118

# Elected Officials

BF



## ELECTED OFFICIALS

### US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House  
St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address			Phone	Don't publish info (v)
Street	City, State	Zip	E-Mail		
Councilwoman Chan District 9 Tiffany Covington	900 Isom Street San Antonio, TX	78216	tiffany.covington@sanantonio.gov	341-2390	



ALAMO ROMA

## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address			Phone	Don't publish info (V)
Street	City, State	Zip	E-Mail		
Babbie Nici	Bulverde Tx	78163-1904	dbmgt@gvtc.com	(830) 980-7595	
Nikki Kurns	331 Twisted Wood	SA, TX	18216	jaks30@msn.com	(210) 481-9162
Julie Brown	TxDOT			jbrown1@dot.state.tx.us	
ENRIQUE VALDIVIA	530 Donaldson	SA TX	78201		210 2123707
Heidi Cremer	1010 Thicketail	SA-TX	78248		
Lef Smith	2526 Franklin	SA TX	78232		210-8338-7549
John Osterholz				john.osteholz@yahoo.com	
Janette Dijou	206 Morningfield	SA TX	78209-4739		210-826-57930
Larry Shumway	113 Canal Crest	Bulverde	78163	lutz.lwang@aol.com	830-458-6183
Eletha Serna	331 Avant Ave	SA TX	78210	eletha@aguirer	210-320-1457
				alliance.org	(GEAA)



ALAMO

# EIS SCOPING

**US 281 EIS SCOPING PUBLIC MEETING #1**

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address	City, State	Zip	E-Mail	Phone	Don't publish info (v)
Carmel Williams	16718 Parkstone	San Antonio	78232			
Timme L. Binkley	5157 Honeysuckle Br. Bulverde	Bulverde	781631			
Donald & Linda Zantz	5749 Circle Oak	Bulverde	78163			
Kathy Lindsey	2027 Sundridge Dr	San Antonio	78260			
Charles Person	8526 Forest View			18055		
Randy Wilkins	1602 Seinfeld Cr	Hanson Tx	77069			
Gerard Gundersen	Crystal Ridge	SA Tx	78259			
Art Daugherty	730 Rock Stone	SA Tx	78258			
Lois Grego	1734 Crayson Way	SA Tx	78248			
Gloria E. Robles	138 Antler Cir. S.A.T.X.		78232			



ALAMO

## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Don't publish info (v)
	Street	City, State	Zip	E-Mail	Phone
Catheline Lopez	2322 Ruby Sunset SA Tx		78232	—	—
JR Martinez	25158 Summit Creek	SA, TX	78232		
Stan Hoogendoorn	519 Misty Waters Ln	SATX	78240		
Theresa Clayton	8774 ST.	AUSTIN, TX	78701	—	
Joe & Leslie	141 Ridge Trail	SATX	78232	66	
Diane Wilson	2230 Estate Gate Dr	SATX	78260		
Luis Hurtado	347 Regent Cir	SAT	78231		
Frank Taylor	15010 Country Manly SAT	SAT	78247	franktaylor@coconet.com	
JM Gonzalez	15723 Valley View	SATX	78247		
Craig Strong	15920 Reyes Ridge Holotes Tx		78023		



ALAMO RMA

## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Street	City, State	Zip	E-Mail	Phone	Don't publish info (V)
ALEX TORRES						✓
Dale Patterson (Paternoado)	1311 Smoky	SAN ANTONIO	78232	Dale.paternoado@att.net	717.917.1177	
John D Pavlovich	15903 Windcave	SATX	78232	jakejff@xcel.com		
Maurice French	461 Stretch	Spring Branch	78070	mfrinch@gvtc.com		
Porraine French	461 Stretch	Spring Branch	78070	MFRE.PRICHE@GVTC.COM		
FABIAN S PEREZ	2019 OAK VISTA	SAN ANTONIO	78232	SAN.FABIAN.CESAR.CROZET@NET		
Joseph S. Covarrubias	3838 N.W. Loop 410	SAT	78229			
CHARLES McBRIDE	2215 STARGRASS RIDGE	SAT	78260	CMCBRIDE40@YAHOO.COM		
Robert Hembree	115 Canyon View	SA, TX	78232	mh3@satx.rr.com		
Benson Tuerk	214 Silethun	SATX	78216			

**US 281 EIS SCOPING PUBLIC MEETING #1**

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address			Phone	Don't publis info (V)
	Street	City, State	Zip	E-Mail	
Maria G. Rodriguez	3007 Oak Vista	SA, TX	78233	mariag972@Hotmail.com	
Ramon Rodriguez	2007 Oak Vista	SA, TX	78232		
Antonio Phillips	108 Whispering Pines	Houston TX	77045		
Mike Perkins	2500 Heathmont	SA, TX	78232		
Kathy Oberle-Brammer	11501 Business	SA, TX	78213	kob7707atx.com	
Bobbie Flowers	112 E. Beale	SA, TX	78201		
Jeanne Taus	2914 Old Jail	SA, TX	78217		
Coretta Schiehiger	11138 Vance Jackson SA, TX	78213			
MR/MRS ANDREW RODRIGUEZ	#413 20558 Kuehner Rd.	SA, TX	78258		
GENEVIA HENDERSON	115 Canyon View	SA, TX	78232		



ALAMO RMA

## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
Thomas Bean	4615 NW 26th St Norman			thomasdotstate.tx.us	405-5275	✓
Ron Schmitz	1381 Belmont Ln Belton	78002				✓
Mary Jimenez						✓
Michelle Rosenberg						✓
Tim Reed	7317 Decatur St		78225			
Ken Phelps	18222 Crystal Cove	SA	78259			
Dow P. Dixon	206 University Dr	S4	78209		210 826 5930	
Andrew Polansky	3223 Oakleaf Dr	SA	78209	APolansky@hotmail.com	210 - 882 - 0605	~~~~~
						~~~~~



# US 281 EIS

## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address			Phone	Don't publish info (V)
	Street	City, State	Zip	E-Mail	
Tom Roll	19935 Encino Brnch		78259	Tatroll@msn.com	210 497-2334
Ron Van Kirk	2696 Pebble Runn		78232	ronvanKirk@aol.com	210 491 0567
Brigitte Perkins	2500 Heather Path		78232	brigerk@saxx.rr.com	771-4527
Ganesh Karkee	1100 NW Loop 410	San Antonio	78213	g-karkee@tamu.edu	979-9411
George Del Olmo	Hollywood Park TX		78232		
John Milton	Encino Rd				
David Elizondo	Big Spring		78258		
David Martinez	85 Nw Loop 410 ste600	SA TX	-	elizondod@hotmail.com	
Cynthia Coss	31801 Bartska Rd	Bulverde TX	78163	-	
	5845 Woodridge	Jam Antonio	78249	CCOSS@hotmail.com	

**US 281 EIS SCOPING PUBLIC MEETING #1**

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address			Phone	Don't publish info (N)
	Street	City, State	Zip	E-Mail	
Alfred Murillo Bear BEER	911 Central Pkwy SA, TX	78232	Alfred.Murillo@jacobs.com		
Cindy Konacic	1800 US Hwy 281 N SA, TX	78212	Ikonacic@xunite.org		
Margret Starkey	Encino Loop SA, TX	78259			
ELVIA GARCIA	212 Sharrow SA, TX	78217			
Todd Compton	10999 I-430 W #320 SA, TX 78247	78249	tcompton@telsi.com		
Rosalinda Helwing	727 Mesa Ridge SA, TX	78258	UINUSA@Shoglobal.net		
Dominick Cicchetti	16410 Rough Oak SA, TX	78232			
BJ					
STEPHEN ROURKE BOYD	15723 ECKER RD SA, TX	78232			



EEES

**US 281 EIS SCOPING PUBLIC MEETING #1**

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publis info (v)
	Street	City, State	Zip	E-Mail		
Dolores MARTINEZ	1330 CANYON PARKE	SA TX	78232			
Samira BEULY	3638 PINECROFT	SA TX	78261	S33ELITY@UNIVISION.NET	(210) 242 7446	
Celeste Morris						
Ted West	300 E. 8TH ST	Austin	78701			
MATT BARTLEY	1328 NIGHTINGALE					
MEL BOREL	703 TURTLE HILL	SA TX	78260	MBOREL@SBCGLOBAL.NET	210-403-3969	
Velma SPRUCE WILLIAMS	3614 EAGLE CANYON	SA TX	78247			
KEN DOLAN	2935 LOW OAK	SA TX	78232			
Gloria ALLEN	1916 BROKEN OAK	SA	78230			
STEVEN GRAY	1010 REUNION PLACE	SA	78216	S		



ALAMO R.M.A.

## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address			Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail	
Gloria C. Arriaga 870atesoro Dr.	SA TX	78217	garricg @ aacog.com	362-5201	
Carroll DeVore 22019 Rio Loco Hill Rd	SA TX	78258	majordever@soho21.net	481-9192	
Denise DeVore 22019 Rio Loco Hill Rd	SA TX	78258		481-9192	
Sherry Bray 1495 Brand Rd	Bulverde TX	78163		2104130517	
Mynda McGuire 20015 Eucino Royale	SA	78259	ARMYNDASGLOBAL.NET	210 497-4638	
Maria & Porter Sparkman 13730 Norland	SA	78232		210-494-2728	
Tony STEWART 26015 Tercera	SA	78261		830-714-4626	
Clayton Williams 16718 Parkstone Blvd.	"	78232	None	restrict	
ROBERTA HELMS 3003 View Oak	SA TX	78232	—	—	
JOHN TEEOR 26242 Callaway	SA TX	78260	stedor@satx.vr.com	830 980-4649	



## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (V)
	Street	City, State	Zip	E-Mail		
Connie Magott	29711 Twin Creek Blvd 555 EAST RAMSEY <del>1925-12-17</del> San Antonio, TX	Bulverde, TX	78163 78216 78256	connie_magott@yahoo fforster@pare-dawson.com aggiejohn96@yahoo.com	830-980-7615 (210) 375-9000	
CHARLES P. FORSTER	13618 Wood Ln	SA TX	78216			
John Aaron						
Robin Tremallo	1615 N. St. Marcus	SA Tx	78215	r.tremallo@edwardsaquifer.org	210-220-0404	
Colley Cuddeback	1564 Lake Bluff Adam Ell.	Dripping Lake 10321 Ivan Mola	78133 78260	621734@ATT.COM		
D.A.						
Vic Boyer	10334 Grant Stne	SA.	78254	vb74@sanantonio.rr.com	210-688-4407	
Jaine Aguilera	26120 Phillips Place	SA, TX	78260	jainehans952@yahoo.com	210-385-4389	



ALAMO RMA

## US 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address	City, State Zip	E-Mail	Phone	Don't publish info (v)
Kevin Connor DURANGO CRK	SAN ANTONIO TX	78247	KEVIN CONNER @ SAEX.RR.COM	—	—
Babs	—	—	78232	78232	—
David Peterson Pebble Bowl	SAT	78232			
Judy Gaenslen PAT DOSSY @GMAIL.COM	Crystal Ridge SAT	78259	78229	78229	
Rosalind Soliz Thousand Oaks	SAT	78232			
Yonge Contreras					
Kathleen Kelley River Oak Ln.	SAT.	78232	ZAMAZAMZONHOTEL.COM		
CARMEN & DAVID Lopez	2327 WINDMILL WAY	SAT	78232	78232	
Karen Wilson	73 Champions Run	78258			



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IIS 281 EIS SCOPING PUBLIC MEETING #1

August 27, 2009, 5:30-8:00 p.m. Open House

St. Mark's the Evangelist Catholic Gymnasium, 1602 Thousand Oaks Road, San Antonio, TX 78232

Name PLEASE PRINT	Address				Phone	Don't publish info (v)
	Street	City, State	Zip	E-Mail		
M.C. Wilman	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	✓
John Perez	1730 Oakland Bend	S.A. TX	78258	jperez@spe-world.com	210-241-5473	✓
Gary Beitzel	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	✓
Jack M. Finger	P.O. Box 12048	S.A., TX.	78212	[REDACTED] (con't)	[REDACTED]	

## **APPENDIX C**

### **Meeting Handouts, Slide Presentations, and Exhibits**

## **Meeting Handouts**



## Comment Card

US 281 EIS Public Scoping Meeting #1

August 27, 2009

St. Mark's Catholic Church Gymnasium

Your comments are very important to the US 281 EIS process. Please let us know your thoughts, concerns, and suggestions about possible improvements to the corridor, the purpose of the improvements, alternatives to be considered, social/economic/ environmental issues, Draft Coordination Plan (including the Need and Purpose statement), our overall public involvement efforts, and any other items you would like us to be aware of as the EIS moves forward.

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Name:

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Address:

---

City, State Zip:

---

Email:

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After tonight's meeting, written comments can be e-mailed to  
[US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org), faxed to (210) 495-5403 attention 281 EIS Public  
Meeting #1 or mailed to US 281 EIS Public Meeting #1 c/o Alamo RMA,

**Published on July 26, 2009**  
**in the *San Antonio Express-News* and *La Prensa (en Español)***

**PUBLIC MEETING NOTICE – US 281 EIS**

The Alamo Regional Mobility Authority (Alamo RMA) will hold a public scoping meeting regarding transportation improvements to US 281 from Loop 1604 to Borgfeld Road. The Alamo RMA is preparing an Environmental Impact Statement (EIS), in accordance with the National Environmental Policy Act of 1969, to analyze potential direct, indirect, and cumulative effects to the human and natural environment from construction and operation of proposed transportation improvements.

The public is encouraged to attend this first EIS public scoping meeting on Thursday, August 27, 2009, anytime between 5:30 pm and 8:00 pm, at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. The meeting will be open-house format with a variety of materials available for viewing. Project team members will be available to discuss issues and answer questions regarding the proposed project and the EIS process.

The purpose of this meeting is to introduce the public to the proposed project, present the preliminary need and purpose, present preliminary alternatives, and gather information from the public about important issues and local concerns, including options for improving mobility within the US 281 corridor.

The public will have the opportunity to make either written or oral comments to be included in the official EIS public record. Written comments will continue to be received through Tuesday, September 8, 2009. If you are unable to attend the scoping meeting please submit written comments to Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212; you may also submit comments to the Alamo RMA by fax to 210-495-5403 or e-mail [US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org).

Your participation is encouraged in this important step of the EIS public process. We appreciate your interest in the proposed project and hope you will attend this first public scoping meeting. All exhibits and project handouts will be presented in English, and Spanish-speaking project team members will be available. If you are interested in attending this event and have special communication or accommodation needs or would like to be added to the project mailing list, contact Leroy Alloway at (210) 495-5256 by Thursday, August 20, 2009. The Alamo RMA will make every reasonable effort to accommodate those needs. For more information regarding US 281 and the EIS project, please visit [www.411on281.com](http://www.411on281.com).

###

# **US 281 EIS Team**

In attendance at this evening's Public Scoping Meeting/Open House, August 27, 2009

## **Station #1 – Welcome! & Station #7 – What do You Think?**

Linda Ximenes, Public Involvement

Sonia Jimenez, Public Involvement

Tim Sueltenfuss, Public Information

Leigh-Ann Fabianke, Public Information

## **Station #2 – What is an EIS? What is NEPA?**

Jeff Anderson, Environmental Studies & EIS Documentation

Jeff Casbeer, Environmental Studies & EIS Documentation

## **Station #3 – Does US 281 Need to Be Improved? Why?**

Michael Sexton, P.E., AICP, Corridor Planning

Nishant Kukadia, AICP, Corridor Planning

Jennifer Zankowski, Corridor Planning

## **Station #4 – What are the Alternatives?**

Marc D. Williams, P.E., Alternatives Development, Schematic Design and Engineering

Brett Altman, P.E., Alternatives Development, Schematic Design and Engineering

Stephanie Messerli, P.E., AICP, Alternatives Development, Schematic Design and Engineering

## **Station #5 – What Issues should be Considered?**

Tom Van Zandt, Indirect and Cumulative Impact Analysis

Jason Buntz, Environmental Compliance Management

Thomas Eisenhour, Cultural Resources

John Kuhl, Protected Species, Biological Surveys

Jesus Moulinet, AICP, Context Sensitive Solutions, Low Impact Development, Water Quality

Peter Sprouse, Karst Geology and Biology, Water Quality

Krista McDermid, Karst Geology and Biology, Water Quality

## **Station #6 – It's Your Corridor!**

Larry M. Allen, Environmental Constraints Mapping, Environmental Studies

Steven Cramer, Environmental Constraints Mapping, Environmental Studies

Ryan A. Ingram, Environmental Constraints Mapping, Environmental Studies

JR Martinez, Environmental Studies

Alfred Murillo, P.E., Transportation Engineering

Fernando Flores, Transportation Engineering

## **EIS Management Team**

Jimmy Robertson, AICP, Project Manager

Greg Creamer, P.E., Deputy Project Manager

Tricia Bruck, Assistant Project Manager

## **Public Meeting Support**

Todd Colburn

Yolanda Hotman

Bethany Feinstein

MariAna Jimenez

Maria Meagher

Kelley Stevens

Kate Clark



## Evaluation

US 281 EIS Public Scoping Meeting #1, August 27, 2009, St. Mark's Catholic Church Gymnasium

**1. On a scale of 1 to 5, how would you rate the information on the displays and exhibits?**

Not Helpful	Somewhat Helpful	Very Helpful
1	2	3

Comments: \_\_\_\_\_

**2. On a scale of 1 to 5, how would you rate the information provided by the staff?**

Not Helpful	Somewhat Helpful	Very Helpful
1	2	3

Comments: \_\_\_\_\_

**3. On a scale of 1 to 5, how would you rate the "Open House" format used for tonight's meeting?**

Did Not Like	Somewhat Liked	Liked Very Much
1	2	3

Comments: \_\_\_\_\_

**4. On a scale of 1 to 5, how would you rate the location for tonight's meeting?**

Did Not Like	Somewhat Liked	Liked Very Much
1	2	3

Comments: \_\_\_\_\_

**5. How did you hear about tonight's meeting? (check all that apply)**

- 411on281.com       Church bulletin       HOA/NA bulletin  
 Sign placed along US 281 project corridor       Friend/family/word of mouth       Facebook  
 Twitter       Socializer

Newspaper (which one?) \_\_\_\_\_ Radio (which station?) \_\_\_\_\_

TV (which station?) \_\_\_\_\_ Email (from whom?) \_\_\_\_\_

Other: \_\_\_\_\_

**6. In which language do you prefer to receive project information?**

English     Spanish    Other: \_\_\_\_\_

**Any other comments? (Please use back of page if you need more space.) Thank you!**

\_\_\_\_\_

\_\_\_\_\_

**← EXIT**

REST  
AREA

**STATION 5**

What issues should be considered?

- **INTERACTIVE STATION** -

REST  
AREA

**STATION 7**  
What do you think?

What is an EIS?  
What is NEPA?

**STATION 6**

It's your Corridor!

- **INTERACTIVE STATION** -

**STATION 4**  
What are the Alternatives?  
- **INTERACTIVE STATION** -

**STATION 2**

What is an EIS?  
What is NEPA?

**STATION 3**

Does US 281 need to be  
improved? Why?

- **INTERACTIVE STATION** -

REST  
AREA

**ENTER**

**STATION 1**

Welcome!

**US 281 Environmental Impact Statement (EIS)**  
**Public Scoping Meeting #1: Need and Purpose**  
**August 27, 2009**  
**St. Mark's Catholic Church Gymnasium**

**OPEN HOUSE 5:30 P.M. – 8:00 P.M.**

Welcome to the US 281 EIS Public Scoping Meeting/Open House. Please visit the exhibit stations, talk with the staff, ask questions, state your preferences, and record your comments.

**Thank you for your time. This is your 281 and we want to hear from you!**

**Open House Process**

**Please...**

- **Sign-in at the registration and information table**
- **Pick up your information packet**
- **Visit the project stations – see reverse for more information**
- **Ask questions, give input, share your thoughts and concerns**
- **Submit your comments for the record**
  - ⇒ Comment card
  - ⇒ Court reporter
  - ⇒ US Mail (postmarked by September 8, 2009)
  - ⇒ E-mail [US281EIS@AlamoRMA.org](mailto:US281EIS@AlamoRMA.org) (received by September 8, 2009)
  - ⇒ Fax 210-495-5403 (received by September 8, 2009)

Please visit the US 281 Environmental Impact Statement webpage at  
<http://411on281.com/us281eis/>  
or call the Alamo RMA at 210-495-5477 for project updates and information.

**DRAFT**

**COORDINATION PLAN**

In Accordance with Public Law 109-59, SAFETEA-LU, Section 6002

**United States Highway (US) 281**

From Loop 1604 to Borgfeld Road

Bexar County, Texas

**Lead Agencies:**

Federal Highway Administration

Texas Department of Transportation

Alamo Regional Mobility Authority

August 2009

## SAFETEA-LU Coordination Plan Revision History

Modification Number	Date	Description of Modifications
0	August 2009	Original Draft

## Table of Contents

I.	Purpose of the Coordination Plan .....	1
II.	Project Description and Scope .....	1
III.	Project History .....	1
IV.	Draft Need and Purpose.....	4
V.	Agency Roles and Responsibilities .....	4
VI.	Agency Coordination, Public Involvement, and Scheduling.....	8

### List of Tables

1	History of US 281 Improvements .....	2
2	History of US 281 Environmental Documentation.....	2
3	List of Agencies .....	5
4	Summary of Project Activities, Participation and Scheduling.....	10

### Appendices

Sample Letters to Cooperating and Participating Agencies

## I. Purpose of the Coordination Plan

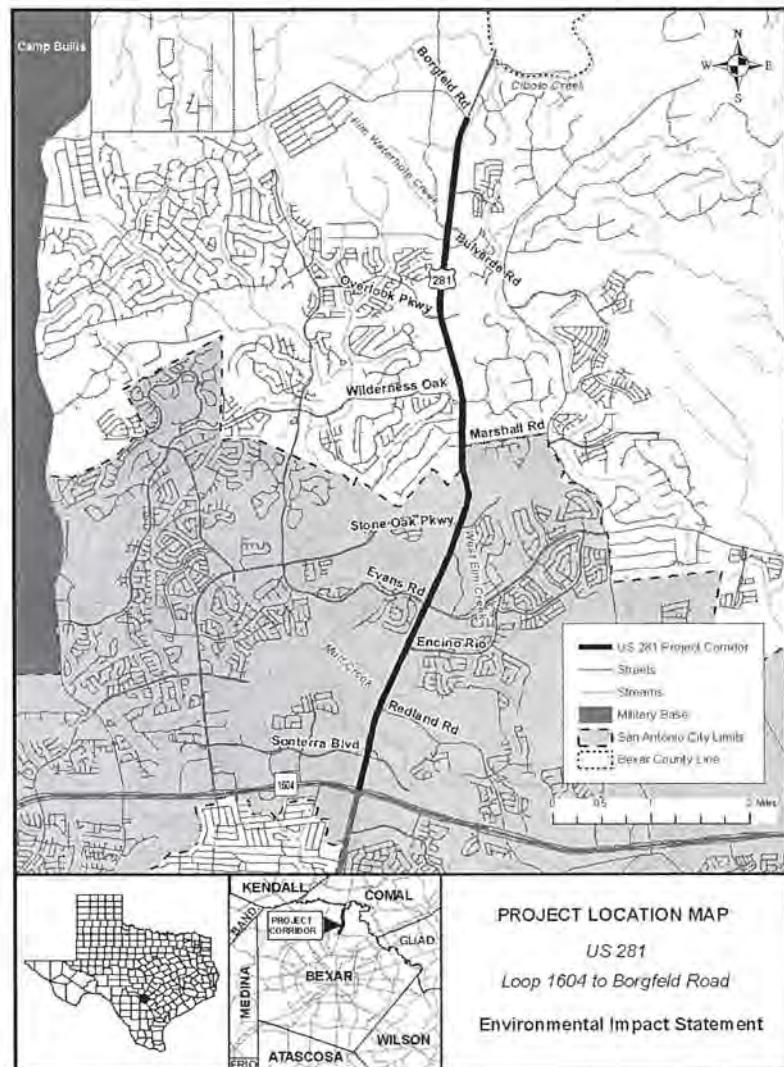
In an effort to provide for more efficient environmental reviews for project decision making, Section 6002 of Public Law 109-59, "Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users," (SAFETEA-LU), enacted August 10, 2005, implemented the development of a coordination plan for all projects for which an environmental impact statement (EIS) is prepared under the National Environmental Policy Act of 1969. The plan's purpose is to coordinate public and agency participation in and comment on the environmental review process for a project or category of projects. The Federal Highway Administration (FHWA), as lead Federal agency, and the Texas Department of Transportation (TxDOT) and Alamo Regional Mobility Authority (Alamo RMA), as joint lead agencies, have prepared this draft Coordination Plan to accompany the EIS that will be developed for improvements to US 281 from Loop 1604 to Borgfeld Road, Bexar County, Texas. FHWA, TxDOT and the Alamo RMA are soliciting comments from the public and from participating and cooperating agencies regarding the need and purpose for the proposed project, project alternatives, methods to be used in evaluating the project alternatives, and the level of detail required in the analysis of each project alternative. This draft Coordination Plan describes the roles of the lead agency, joint lead agencies, and the cooperating and participating agencies.

## II. Project Description and Scope

US 281 within the project limits is listed in the San Antonio-Bexar County Metropolitan Planning Organization (SA-BCMPO) Mobility 2030 Plan (the long-range transportation plan) as a six-lane tolled facility; other solutions for improving mobility within the US 281 corridor may be identified in future updates and/or amendments to the long-range transportation plan. The existing facility is a four-to-six-lane non-toll divided arterial with partial access controls. The EIS will develop and evaluate project alternatives including "No-action" (the no-build alternative), Transportation System Management (TSM)/Transportation Demand Management (TDM), rapid transit and roadway build alternatives. According to TxDOT, the Control Section Job (CSJ) number for this project is 0253-04-138.

## III. Project History

In recent history, numerous transportation improvements have been completed and proposed along US 281 within the project corridor. These projects have been evaluated under the National Environmental Policy Act (NEPA) through a series of Categorical Exclusions (CEs) and Environmental Assessments (EAs). This draft Coordination Plan addresses the EIS currently being prepared for US 281 from Loop 1604 to Borgfeld Road.



In the late 1980s, a segment of US 281 between Bitters Road and Loop 1604 within the San Antonio city limits south of the subject project area was upgraded from a four-lane partial access-controlled divided roadway to an expressway facility with full access controlled through lanes and parallel partial access-controlled lanes that interface between the through travel lanes and the adjacent developments and streets. Since that time, land development has expanded along US 281 from Loop 1604 north into Comal County. To accommodate this growth, many improvements have been implemented over the years as detailed in **Table 1**.

**Table 1: History of US 281 Improvements**

Section	Construction Activity	Year Completed
US 281 from Loop 1604 to Comal County line	Construction of 2 lane to 4 lane	1975
US 281 at Encino Rio	Installation of traffic signal	1986
US 281, 0.6 miles north of 1604 to Comal County line	Surface treatment project	1987
US 281, from 0.6 miles north of Loop 1604 to Comal County line	Seal coat shoulder, crossovers and driveways	1988
US 281, from Bitters to 0.5 miles north of Loop 1604	Expand to 6-lane expressway, including 3-level diamond interchange at Loop 1604	1990
US 281, 3.8 miles north of 1604 to the Comal County line	Novachip project	1992
US 281, from 0.6 miles north of 1604 to 4 miles south of Comal County line	Micro surfacing project	1995
US 281 at Bulverde	Installation of flashing beacon	1998
US 281 at Borgfeld	Installation of flashing beacon	1998
US 281 at Evans Road	Installation of traffic signals	1998
US 281 from Redland Road to Stone Oak	Shoulder restriping	2000
US 281 from Loop 1604 to Comal County line	Texturizing shoulders	2002
US 281 at Stone Oak	Installation of traffic signal	2002
US 281 at Bulverde	Installation of traffic signals	2003
US 281 at Borgfeld	Installation of traffic signals	2003
US 281 at Sonterra	Construction of Interchange	2004
US 281 at Marshall Road	Installation of traffic signal	2006
US 281 at Overlook Parkway	Installation of traffic signal	2006

The environmental documentation history related to these improvements is summarized in **Table 2**. The initial NEPA action on these projects is the FHWA issuance of a Finding of No Significant Impact (FONSI) on August 8, 1984 for an EA on a project to add capacity to US 281 from Bitters Road to 2.5 miles north of Loop 1604 (approximately Evans Road). Portions of this EA were reevaluated in 2000 and 2005 with the same FONSI determination. Three CEs for improvements to the interchanges with US 281 at Loop 1604, Stone Oak Parkway and Borgfeld Road were also approved by the FHWA indicating that only insignificant impacts would occur from the proposed actions. The Stone Oak Parkway CE was reevaluated along with the US 281 EA from Loop 1604 to Marshall Road and was reaffirmed on May 24, 2005.

**Table 2: History of US 281 Environmental Documentation**

Highway	Limits	Document Type and Approval	Approving Authority	Approval Date
US 281	Bitters Road to 2.5 miles north of Loop 1604 (Evans Road)	EA – FONSI	FHWA	August 8, 1984
US 281	Sonterra Blvd. (0.4 mile north of Loop 1604) to 2.5 miles north of Loop 1604 (Evans Road)	EA Reevaluation – FONSI	FHWA	December 11, 2000
US 281	At Stone Oak Parkway	CE	FHWA	June 2, 2002
US 281	At Borgfeld Road	CE	FHWA	September 5, 2002
US 281	At Loop 1604 Interchange	CE	FHWA	March 31, 2005
US 281	Loop 1604 to Marshall Road	EA Reevaluation – FONSI	FHWA	May 24, 2005 (Approval Withdrawn)

## SAFETEA-LU 6002 Coordination Plan

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Highway	Limits	Document Type and Approval	Approving Authority	Approval Date
US 281	Evans Road to Borgfeld Road	EA – FONSI	FHWA	November 8, 2005 (Approval Withdrawn)
US 281	Loop 1604 to Borgfeld Road	EA – FONSI	FHWA	August 14, 2007 (Approval Withdrawn)
US 281	At Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road ("Super Street Project")	CE	FHWA	In Process
US 281	At Loop 1604 Interchange	CE	FHWA	In Process

The US 281 (Loop 1604 to Marshall Road) project was let to construction in September 2005. Following a motion for preliminary injunction filed by Aquifer Guardians in Urban Areas, and People for Efficient Transportation, Inc. (collectively "AGUA") on December 21, 2005 seeking to bar further land clearing and construction on the expansion of US 281 north of Loop 1604 because of inadequate consideration of environmental issues, TxDOT prepared and submitted a letter to FHWA on January 10, 2006 requesting assistance in shaping an appropriate course of action in light of the review of the environmental studies on US 281 projects in northern Bexar County. FHWA reviewed TxDOT's request and concurred that, under 23 CFR § 771.115, TxDOT could proceed with the preparation of a new EA and further concurred with TxDOT's recommendation that a single EA be completed to address the environmental elements and factors for the project in the US 281 corridor from approximately Loop 1604 to Borgfeld Road. With FHWA's concurrence in the initiation of a new environmental document and recognition of issues raised by the public, FHWA withdrew prior environmental clearances on both 2005 US 281 EAs identified in **Table 2** resulting in the cancellation of construction activities along US 281 from Loop 1604 to Marshall Road. FHWA then directed TxDOT to prepare one comprehensive environmental assessment for the US 281 project area from Loop 1604 to Borgfeld Road within Bexar County.

The most recent EA project concluded with FHWA's issuance of a FONSI in August, 2007. A Complaint for Declaratory and Injunctive Relief was filed in February 2008 by Aquifer Guardians in Urban Areas (AGUA) and Texans Uniting for Reform and Freedom (TURF) in US District Court for the Western District of Texas, San Antonio Division, against FHWA, TxDOT and the Alamo RMA. In October 2008 FHWA decided to withdraw the FONSI following TxDOT's announcement regarding irregularities in the procurement of a scientific services contract, calling into question components of the environmental document. FHWA called for the preparation of an EIS for US 281 from Loop 1604 to Borgfeld Road, and assigned the responsibility of preparing the EIS to the Alamo RMA. The 2008 lawsuit was administratively closed by the Court on February 5, 2009.

### "Super Street Project"

The Alamo RMA is currently preparing a CE for proposed operational improvements on US 281 at Encino Rio Road, Evans Road, Stone Oak Parkway and Marshall Road, commonly referred to as the "Super Street Project." The proposed project would temporarily improve traffic flow and increase safety for US 281 commuters between Encino Rio Road and Marshall Road. The proposed project covers approximately 3.1 miles. The Super Street Project is expected to be paid for with funds from the American Recovery and Reinvestment Act of 2009 (Recovery Act), the Advanced Transportation District and the City of San Antonio.

### US 281 / Loop 1604 Interchange

The Alamo RMA is also currently preparing a new CE for the US 281 / Loop 1604 Interchange. The project includes the design and construction of four proposed direct connector ramps of an ultimate five-level direct connection interchange, of which three levels currently exist, between US 281 and Loop 1604. As part of Recovery Act and TxDOT Proposition 14 bond funds, the Alamo RMA is expected to receive \$140 Million in funding to construct four non-toll direct connectors between US 281 and Loop 1604 on the north side of San Antonio. The following direct connector ramps are proposed to be constructed:

- 1) Northbound US 281 to westbound Loop 1604;
- 2) Northbound US 281 to eastbound Loop 1604;
- 3) Eastbound Loop 1604 to southbound US 281; and
- 4) Westbound Loop 1604 to southbound US 281.

While the US 281 / Loop 1604 Interchange project would not add capacity to US 281 or Loop 1604, intermittent auxiliary lanes for traffic merging or diverging from the mainlanes and ramp adjustments to accommodate the new direct connector locations and other operational considerations will be included within the project. On March 27, 2009, the Alamo RMA issued a Request for Qualifications for Design / Build teams interested in constructing the non-toll connectors. The four connectors will help provide direct access between these two roadways for approximately 50,000 vehicles a day when construction is finished.

Any decision made on the US 281 / Loop 1604 Interchange project will in no way predetermine any future improvements to US 281 or Loop 1604. Any other projects on US 281 or Loop 1604 will require additional studies.

#### **IV. Draft Need and Purpose**

This discussion of need and purpose is preliminary and subject to revision following input from the public and public agencies. The need for improvements to US 281 has resulted from a historic and continuing trend in population and employment growth within the project corridor and surrounding areas. In 1970, when US 281 within the project corridor was a two-lane roadway, the population of US Census Tracts that encompass this area of north central Bexar County and south Comal County stood at only 52 persons. By 2000, the area's population had increased to 41,823. According to the SA-BCMPO, population within this same area is projected to reach 142,240 by 2035. Employment within this area is also projected to grow from an estimated 25,635 jobs in 2005 to 42,182 jobs in 2035. (Source: SA-BCMPO Demographic Forecast, 2009.)

This growth has resulted in increased automobile traffic, travel delay and vehicle crashes:

- In 1980, Average Daily Traffic (ADT) on US 281 between Loop 1604 and Stone Oak Parkway was 8,600 vehicles per day. In 2004, traffic on that same segment had risen to 91,000 vehicles per day, an increase of 958 percent. Approximately 217,900 vehicles per day are projected at this location by 2035.
- The travel time between Bulverde Road and Loop 1604 is 28 minutes during AM peak period in the southbound direction and 19 minutes during PM peak period in the northbound direction as compared to a free flow travel time of 6 minutes in each direction. The cost of delay due to congestion during peak hours is estimated to be more than \$15.3 million per year, and the total cost due to delay, added fuel consumption, and stopping time at intersections, is estimated to be more than \$19.8 million per year.
- From 2003 to 2007 TxDOT reported 2,206 crashes along the US 281 corridor between Loop 1604 and the Comal/Bexar County Line. Of the total number of crashes, 6 were fatal, 131 resulted in injuries and the remaining 2,069 resulted in no injury, possible injury or severity unknown. The annual number of crashes along the corridor has increased over the five-year period by 32.5%; in 2003 there were a total of 388 crashes and in 2007 there were 514.

Without additional transportation improvements it is anticipated that population and employment growth within the US 281 corridor will result in increased levels of vehicular traffic, crashes and travel delays. Without improvements, accessibility within the corridor is anticipated to become increasingly reduced, its functionality as part of a regional transportation system would decline, and the overall community quality of life would diminish. The objectives of US 281 corridor improvements are to improve mobility, enhance safety, and improve community quality of life.

#### **V. Agency Roles and Responsibilities**

SAFETEA-LU requires identification of lead, cooperating, and participating agencies in the development of an EIS. The lead Federal agency (FHWA) and the joint lead agencies (TxDOT and the Alamo RMA) must identify and involve participating agencies; develop the Coordination Plan; provide opportunities for public, cooperating and participating agency involvement in defining the need and purpose and determining project alternatives; and collaborate with participating agencies in determining methodologies and the level of detail for the analysis of project alternatives. In addition, lead agencies must provide oversight in managing the environmental documentation process and resolving issues.

**Federal Lead Agency:** FHWA is the U.S. Department of Transportation agency responsible for NEPA analysis, management of the SAFETEA-LU Section 6002 process, and independent review of the EIS. FHWA will ensure that the project sponsors (TxDOT and the Alamo RMA) comply with all design and mitigation commitments in the Record of Decision (ROD) and that the EIS is appropriately supplemented if changes in the project become necessary.

**Joint Lead Agencies:** TxDOT, as project sponsor and direct recipient of SAFETEA-LU funds, is a joint lead agency. The "project sponsor" is defined as the agency or other entity, including any private or public-private entity, which seeks approval of the United States Department of Transportation for a highway project. TxDOT's responsibilities mirror those of the Federal lead agency.

The Alamo RMA is the project co-sponsor and implementation agency, primarily responsible for preparing environmental studies and the EIS document, and conducting required public involvement activities. The Joint Lead Agencies share in the responsibility to manage the SAFETEA-LU Section 6002 process, prepare the EIS, and provide opportunities for public and participating /cooperating agency involvement.

**Cooperating Agencies:** Federal, state, tribal, and local agencies having jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative are designated as cooperating agencies. Cooperating agencies are also "participating agencies" (agencies with an interest in the project), but have a higher degree of authority, responsibility, and involvement in the environmental review process than do participating agencies that are not also cooperating agencies. The U.S. Army Corps of Engineers, for example, is specifically responsible for the issuance of permits under Section 404 of the Clean Water Act.

**Participating Agencies:** All federal, state, tribal, regional or local governmental agencies that may have an interest in the project are invited to serve as participating agencies. The roles and responsibilities of these agencies include, but are not limited to:

- Participating in the NEPA process starting at the earliest possible time, especially with regard to the development of the need and purpose statement, project alternatives, methodologies, and the level of detail for the analysis of project alternatives.
- Identifying, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts. Participating agencies also may participate in the issue resolution process.
- Participating in the scoping process. The scoping process will be designed so that agencies whose interest in the project comes to light as a result of initial scoping activities are invited to participate and still have an opportunity for involvement.
- Providing meaningful and timely input on unresolved issues.

The list of lead, joint-lead, cooperating and participating agencies is provided in **Table 3**. Federal agencies and tribal agencies will be identified and contacted by FHWA; TxDOT will identify and contact the state agencies, and the Alamo RMA will identify and contact the local agencies.

**Table 3: List of Agencies**

Agency Name	Contact Person/ Title	Address	Role	Responsibilities
Federal Highway Administration (FHWA)	Ted West Urban Engineer	300 East 8 <sup>th</sup> Street, Rm 826 Austin, TX 78701	Lead Agency	Manage SAFETEA-LU Section 6002 process; prepare EIS; provide opportunity for public & participating /cooperating agency involvement.

**SAFETEA-LU 6002 Coordination Plan**

<b>Agency Name</b>	<b>Contact Person/ Title</b>	<b>Address</b>	<b>Role</b>	<b>Responsibilities</b>
Texas Department of Transportation (TxDOT)	Stephen Ligon Interim Supervisor Environmental Resources Management Branch Environmental Affairs Division	125 E. 11th Street Austin, TX 78701-2483	Joint Lead Agency	Manage SAFETEA-LU Section 6002 process; prepare EIS; provide opportunity for public & participating /cooperating agency involvement.
Alamo Regional Mobility Authority (Alamo RMA)	Lisa Adelman Legal Counsel	1222 N. Main Avenue, Ste 1000 San Antonio, Texas 78212	Joint Lead Agency	Manage SAFETEA-LU Section 6002 process; prepare EIS; provide opportunity for public & participating /cooperating agency involvement
U.S. Army Corps of Engineers	Steven Brooks Chief, Regulatory Branch Fort Worth District	P.O. Box 17300 Fort Worth, TX 76102	Cooperating Agency; Participating Agency	Section 404 Clean Water Act permit jurisdiction
U.S. Department of Agriculture, Natural Resources Conservation Service	Donald W. Gohmert State Conservationist	101 South Main Temple, TX 76501	Cooperating Agency; Participating Agency	Analysis of effects on prime farmland, under Farmland Protection Policy Act
U.S. Environmental Protection Agency (EPA)	Larry Starfield (Acting) Regional Administrator, Region 6	1445 Ross Avenue Dallas, TX 75202-2733	Cooperating Agency; Participating Agency	Review and comment on possible effects to air quality, under Section 309 of Clean Air Act
U.S. Fish and Wildlife Service	Adam Zerrenner Supervisor, Austin Ecological Services Office	10711 Burnet Road, Suite 200 Austin, TX 78758	Cooperating Agency; Participating Agency	Section 7 Endangered Species Act permit jurisdiction
U.S. Department of the Interior	Willie R. Taylor, Ph.D. Director, Office of Environmental Policy and Compliance	Main Interior Building (MS 2462) 1849 C. Street, N.W. Washington, D.C. 20240	Participating Agency	Coordinate with US Fish and Wildlife Service regarding Endangered Species Act; review any Section 4(f) involvement
BIA-Anadarko	Andele Worthington	P.O. Box 309 Anadarko, OK 73005	Participating Agency	Review of effects to archeological sites and traditional cultural properties under Section 106 of the National Historic Preservation Act; Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303), and the North American Graves Protection and Repatriation Act
Apache Tribe of Oklahoma	John Tointigh, Tribal Administrator	P.O. Box 1220 Anadarko, OK 73005	Participating Agency	
Wichita and Affiliated Tribes	Gary McAdams, President	P.O. Box 729 Anadarko, OK 73005	Participating Agency	
Alabama-Coushatta Tribe of Texas	Ronnie Thomas, Chairperson	575 State Park Rd 56 Livingston, TX 77351	Participating Agency	
Alabama-Quassarte Tribal Town	Tarpie Yargee, Chief	P.O. Box 187 Wetumka, OK 74883	Participating Agency	
Caddo Nation of Oklahoma	LaRue Parker, Chairperson	P.O. Box 487 Binger, OK 73009	Participating Agency	
Comanche Nation of Oklahoma	Ruth Toahy/NAGPRA Coordinator	P.O. Box 908 Lawton, OK 73502	Participating Agency	
Kiowa Indian Tribe of Oklahoma	Billy Evans Horse, Chairperson	P.O. Box 369 Carnegie, OK 73015	Participating Agency	
Mescalero Apache Tribe	Mark Chino, President	P.O. Box 227 Mescalero, NM 88340	Participating Agency	
Seminole Nation of Oklahoma	Enoch Kelley Haney, Principal Chief	P.O. Box 1498 Wewoka, OK 74884	Participating Agency	
The Delaware Nation	Edgar French President	P.O. Box 825 Anadarko, OK 73005	Participating Agency	
Tonkawa Tribe of Indians of Oklahoma	Anthony Street President	1 Rush Buffalo Road Tonkawa, OK 74653	Participating Agency	

**SAFETEA-LU 6002 Coordination Plan**

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<b>Agency Name</b>	<b>Contact Person/ Title</b>	<b>Address</b>	<b>Role</b>	<b>Responsibilities</b>
Texas Historical Commission	Mark Wolfe Deputy State Historic Preservation Officer	P.O. Box 12276 Austin, TX 78711-2276	Cooperating Agency; Participating Agency	Section 106 of the National Historic Preservation Act; Section 4(f) of the Department of Transportation Act of 1966 (49 USC 303)
Texas Parks and Wildlife Department (TP&WD)	Carter Smith Executive Director	4200 Smith School Road Austin, TX 78744	Participating Agency	Review project effects under Memorandum of Understanding and Memorandum of Agreement between TxDOT and TPWD
Texas Commission on Environmental Quality (TCEQ)	Mark R. Vickery, P.G. Executive Director	P.O. Box 13087 Austin, TX 78711-3087	Participating Agency	Review project impacts to air quality, hazardous material sites, compliance with the Texas Pollutant Discharge Elimination System (TPDES); and compliance with the Edwards Aquifer Rules
Bexar County	Nelson W. Wolff County Judge	Bexar County Courthouse 100 Dolorosa, Suite 1.20 San Antonio, TX 78205	Participating Agency	Identification and resolution of any issues of concern regarding the project's potential environmental effects within the county's jurisdiction
City of San Antonio	Julián Castro Mayor	PO Box 839966 San Antonio, TX 78283	Participating Agency	Identification and resolution of project effects to areas within the city limits and area of extraterritorial jurisdiction
Comal County	Danny Scheel County Judge	199 Main Plaza New Braunfels, TX 78130	Participating Agency	Identification and resolution of any issues of concern regarding the project's potential environmental effects within the county's jurisdiction
City of Bulverde	Ray Jeffrey Mayor	30360 Cougar Bend Bulverde, TX 78163	Participating Agency	Identification and resolution of project effects to areas within the city limits and area of extraterritorial jurisdiction
Edwards Aquifer Authority	Velma R. Danielson General Manager	1615 N. St. Mary's Street San Antonio, TX 78215	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.
San Antonio Water System	Robert R. Puente , J.D. President/CEO	P.O. Box 2449 San Antonio, TX 78298-2449	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.

## SAFETEA-LU 6002 Coordination Plan

<b>Agency Name</b>	<b>Contact Person/ Title</b>	<b>Address</b>	<b>Role</b>	<b>Responsibilities</b>
San Antonio River Authority	Suzanne B. Scott General Manager	100 East Guenther St. San Antonio, Texas 78204	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.
San Antonio – Bexar County Metropolitan Planning Organization	Isidro Martinez Director	825 South Saint Mary's San Antonio, TX 78205	Participating Agency	Identification of issues relating to safety and mobility, system interconnectivity, and project effects to minority and low income populations
VIA Metropolitan Transit	Keith Parker President/CEO	800 W. Myrtle San Antonio, TX 78212	Participating Agency	Identification of issues relating to safety and mobility, system interconnectivity, and project effects to minority and low income populations
Alamo Area Council of Governments	Gloria C. Arriaga Executive Director	8700 Tesoro Drive, Suite 700 San Antonio, TX 78217-6228	Participating Agency	Identification and resolution of any issues of concern regarding the project's potential environmental effects.
Bexar Metropolitan Water District	General Manager	P.O. Box 245994 San Antonio, TX 78224-5994	Participating Agency	Identification and resolution of project effects to areas within the agency's jurisdiction.

### VI. Agency Coordination, Public Involvement, and Scheduling

Lead agencies are responsible for preparation of the Environmental Impact Statement, including coordination of agency and public involvement. **Table 4** summarizes the activities and anticipated schedule for key coordination points. Deadlines and expected completion dates are indicated in the table. The Lead Agency and Joint Lead Agencies have agreed to work cooperatively to identify and resolve issues that could delay the completion of the environmental review process.

#### Cooperating and Participating Agency Coordination

Cooperating and Participating Agencies will be asked to submit comments during scoping regarding the project's need and purpose, project alternatives, and their jurisdiction and/or special expertise related to the project area. Agency scoping meetings will be conducted earlier in the day on the same date and at the same location as the public scoping meetings. Following scoping, lead agencies will collaborate with cooperating and participating agencies on methodologies for documenting environmental conditions and assessing impacts. All agencies will be notified of the availability of draft and final EIS documents and given appropriate comment opportunities (see Table 4). Lead agencies will also coordinate with agencies on completion of necessary permits following the Record of Decision (ROD).

#### Coordination Plan

The public and Cooperating/Participating agencies will have 30 days to review and comment on the draft Coordination Plan. The deadline for comments will be after the initial scoping meeting and before the second scoping meeting. Following the comment period the coordination plan will be submitted for approval.

**Public Involvement**

Specific study elements will be directly influenced by public involvement. The public will be offered an opportunity for input at critical periods of the EIS process:

- Two **public scoping meetings** will identify key project concerns and possible solutions that the lead agencies can use in developing the statement of the project need and purpose; determining the preliminary range of project alternatives, evaluation criteria, methodology for screening project alternatives, and level of detail for the analysis of project alternatives; and gathering data for impacts analysis. A 10-day comment period following each meeting will be provided for the public to submit comments to be included in the scoping report.
- A third **public meeting** will be conducted to review and comment on the reasonable project alternatives for evaluation in the Draft EIS. A 10-day comment period following the meeting will be provided.
- There will be a 45-day comment period following publication of the **Draft EIS Notice of Availability (NOA)** in the *Federal Register*, the *Texas Register*, and the local newspapers.
- Following the NOA 45-day comment period, a **public hearing** will be held to provide the public with the opportunity to review and comment on the **Draft EIS**. The public hearing will have a 30-day publication notice before the hearing and a 10-day comment period following the hearing.
- A **fourth public meeting** will be held following the public hearing to present the preferred alternative. A 10-day comment period following the meeting will be provided.
- There will be a 30-day waiting period following publication of the **Final EIS NOA**.
- A **Community Advisory Committee** (CAC) will also be established consisting of 25-30 individuals representing community-based organizations interested in the project. The Alamo RMA Board of Directors designates the organizations to be represented, and each organization designates their representative on the Committee. The CAC will be convened to provide input and advise regarding the project need and purpose, development of project alternatives, review of the draft EIS, and identification of a preferred alternative. (See **Table 4**).

Methods of communication with the public throughout the project include:

- Prior to each public meeting and the public hearing, a project newsletter will be published in English and in Spanish, distributed both in hard copy and electronically, summarizing outcomes to date and announcing upcoming events.
- For public meetings and the public hearing, a legal notice and advertisement will be placed in the *San Antonio Express-News* and *La Prensa*, a Spanish-language newspaper with local distribution.
- A project website will be maintained throughout the project to provide updates and to solicit public comment on an on-going basis. The project URL is: <http://www.411on281.com>. The public will also be encouraged to use Internet sites such as Facebook and Twitter for the exchange of ideas and opinions about the US 281 EIS project. Although the social networking sites will not be used for responding to comments or issues regarding the US 281 EIS, they will be monitored for useful information that can improve the US 281 EIS public involvement program.
- A primary contact person has been designated for media and other organizations interested in the public involvement process: Leroy Alloway, Director, Community Relations, Alamo Regional Mobility Authority, 1222 N. Main Avenue, Ste 1000, San Antonio, Texas 78212, (210) 495-5256.

**Table 4. Summary of Project Activities, Participation and Scheduling**

<b>Activities</b>	<b>Participants</b>	<b>Actions</b>	<b>Expected Completion</b>
Project Initiation	Lead agencies	TxDOT notifies FHWA to initiate EIS	February 6, 2009
Notice of Intent (NOI)	Lead agencies	Lead agencies collaborate on drafting NOI. FHWA submits NOI to <i>Federal Register</i> for publication. TxDOT submits NOI to <i>Texas Register</i> for publication	<i>Federal Register</i> publication date: July 8, 2009; <i>Texas Register</i> publication date: July 24, 2009
Coordination Plan	Lead agencies	FHWA, TxDOT and the Alamo RMA will draft Coordination Plan	August 2009
	Cooperating and participating agencies	Comment on the draft Coordination Plan	August and September, 2009
	Public	Comment on the draft Coordination Plan	August and September, 2009
	Lead agencies	Lead agencies will revise Coordination Plan to reflect public and agency input and prepare final Coordination Plan	October and November, 2009
Scoping	Lead agencies	Invite cooperating and participating agency participation. Scoping meetings are scheduled for agencies. All entities requesting designation as participating agencies must notify the Alamo RMA by September 2009. Agency list updated as necessary	August 2009
	Community Advisory Committee	Initial meeting of the CAC will focus on description of roles and responsibilities, involvement of resource agencies, description of the project and schedule, discussion of need and purpose, and identification of preliminary range of project alternatives	August 18, 2009
	Cooperating and participating agencies	Agency scoping meetings followed by 10-day scoping comment period	August 27, 2009 and November 2009
	Public	Public scoping meetings, followed by 10-day scoping comment period	August 27, 2009 and November 2009
Collaboration on methodologies, assessments and impacts	All agencies	Following scoping, lead agencies will collaborate with agencies on information and analyses necessary for drafting the "need & purpose," project alternatives, existing environmental conditions, and impacts	September 2009 through project completion
Development of Project "Need & Purpose"	Lead agencies	Develop draft project "need & purpose"	July and August 2009
	Community Advisory Committee	Participate in defining the project's "need & purpose"	August – October 2009
	Public	Provide input on need and purpose, range of alternatives	August 27, 2009
	Cooperating and participating agencies	Lead agencies will solicit comments from other agencies on the draft "need & purpose"	August – October 2009
	Lead agencies	Revise "need & purpose"	November 2009

**SAFETEA-LU 6002 Coordination Plan**

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<b>Activities</b>	<b>Participants</b>	<b>Actions</b>	<b>Expected Completion</b>
Development of Project Alternatives	Lead agencies	Develop preliminary range of project alternatives, evaluation criteria, methodology for screening project alternatives, and level of detail for the analysis of project alternatives	August – September 2009
	Community Advisory Committee	Participate in defining preliminary range of project alternatives	August – November 2009
	Cooperating and participating agencies	Lead agencies will solicit comments from other agencies on preliminary range of project alternatives	August – November 2009
	Public	Provide input on range of alternatives	August 27, 2009 and November 2009
	Community Advisory Committee	Review project alternatives development process	January 2010
	Lead agencies	Lead agencies will make revisions to project alternatives based on public input	January 2010
	Public	Review and comment on reasonable project alternatives for evaluation in the Draft EIS (Public Meeting #3)	February 2010
Draft EIS	Lead Agencies	Right-of-Entry forms requesting access will be mailed to property owners along the reasonable project alternatives in order to conduct environmental studies that are necessary for analysis of potential project effects	April 2010
	Community Advisory Committee	CAC meetings will be held periodically during the preparation of the Draft EIS to provide input on issues related to potential project impacts and mitigation measures, public hearing plans and materials	March 2010 – February 2011
	Lead agencies	Draft EIS NOA. FHWA submits NOA to <i>Federal Register</i> for publication. TxDOT submits NOA to <i>Texas Register</i> for publication	March/April 2011
	Cooperating and Participating Agencies	Review and comment on draft EIS	March/April 2011
	Public	Review and comment on draft EIS during the 45 days following publication of the NOA. Public hearing on Draft EIS, followed by 10-day comment period	March/April 2011
Final EIS	Lead agencies	Review public and agency comments and responses and review schedule for Final EIS to revise DEIS as necessary to address public input	May 2011
	Community Advisory Committee	Review and comment on schedule for Final EIS	May 2011
	Lead agencies	Develop schematic design for the preferred alternative and prepare the Final EIS	May – December 2011
	Public	A public meeting on identification of the preferred alternative, followed by a 10-day comment period. Information on release of Final EIS will be available to the public through the project website	August 2011
	Lead agencies	Final EIS Notice of Availability (NOA) FHWA submits NOA to <i>Federal Register</i> for publication. TxDOT submits NOA to <i>Texas Register</i> for publication	December 2011

**SAFETEA-LU 6002 Coordination Plan**

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<b>Activities</b>	<b>Participants</b>	<b>Actions</b>	<b>Expected Completion</b>
	All Agencies and the Public	30-day waiting period prior to ROD	January 2012
Record of Decision (ROD)	Lead agencies	Submit Record of Decision (ROD) FHWA will publish the Record of Decision (ROD) in the <i>Federal Register</i>	February 2012
Next Steps	Community Advisory Committee	A final CAC meeting will be conducted following the ROD to present and discuss the next steps of the project development process	February 2012
	Permits and Approvals	Alamo RMA obtains necessary permits, licenses, or approvals after the ROD	Spring 2012

**Revisions to the Coordination Plan**

If any dates specified in this Coordination Plan are moved forward in the schedule (to an earlier date), concurrence will be sought from the affected Cooperating Agencies. Following concurrence, a revised Coordination Plan will be issued. The modified Coordination Plan will be identified by a modification number and date. Modifications are described on p. i, (before the table of contents). Changes in Cooperating Agencies / Participating Agencies will be made as necessary. The public will be made aware of modifications to the Coordination Plan by posting the modified plan to the project website, <http://www.411on281.com>.



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Texas Division**

August 14, 2009

300 E. 8<sup>th</sup> Street, Room 826  
Austin, TX 78701-3255  
Tel (512) 536-5901  
Fax (512) 536-5990  
[texas.fhwa@dot.gov](mailto:texas.fhwa@dot.gov)

In Reply Refer To:  
HA-TX

## SAMPLE LETTER OF INVITATION – COOPERATING AND PARTICIPATING AGENCIES

### US 281 EIS

The Federal Highway Administration (FHWA), in cooperation with the Texas Department of Transportation (TxDOT) and the Alamo Regional Mobility Authority (Alamo RMA) is initiating an Environmental Impact Statement (EIS) for a proposed transportation project on US 281. The project limits are from Loop 1604 north of San Antonio, Texas, to Borgfeld Road near the Bexar/Comal County line (CSJ 0253-04-138). The objectives of US 281 corridor improvements, as currently defined, are to improve mobility, enhance safety, and improve community quality of life. Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI).

Your agency has been identified as an agency that may have an interest in the proposed project due to the potential for a [NATURE OF INTEREST]. With this letter, we extend your agency an invitation to become a Participating Agency with the FHWA in the development of the EIS for the subject project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

FHWA also requests the participation of the [AGENCY] as a Cooperating Agency in the preparation of the DEIS and FEIS, in accordance with 40 CFR 1501.6 of the Council on Environmental Quality's (CEQ) Regulations for Implementing the Procedural Provision of the National Environmental Policy Act.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Cooperating Agencies are similar to Participating Agencies, but have a higher degree of authority, responsibility, and involvement in the environmental review process. As a Cooperating Agency, your special expertise permits you, as requested by the Lead Agency, to develop information and prepare environmental analyses for the EIS. As a Participating Agency responsibilities include identifying, as early as practicable,



any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- 1: Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- 2: Participate in coordination meetings and joint field reviews as appropriate.
- 3: Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Again, FHWA is inviting the [AGENCY] to serve in both a Cooperating Agency capacity as well as a Participating Agency capacity. Please respond to FHWA in writing with an acceptance or denial of the invitations prior to September 15, 2009. If your agency declines, the response should state your reason for declining either invitation. If you choose to decline, you must specifically state in your response that your agency:

- Has no jurisdiction or authority with respect to the proposed project;
- Has no expertise or information relevant to the proposed project; and
- Does not intend to submit comments on the proposed project.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on Thursday, August 27, 2009, from 1:00 pm to 3:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House anytime between 5:30 pm and 8:00 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Mr. Ted West, P.E., Urban Programs Engineer  
Federal Highway Administration  
300 E. 8th Street, Ste. 826  
Austin, Texas 78701-3233  
(512) 536-5959

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Salvador Deocampo  
District Engineer

Enclosures: Project NOI, Draft Coordination Plan, Study Area Map

cc: Ms. Lisa Adelman, Alamo RMA  
Ms. Dianna F. Noble, P.E., TxDOT Environmental Affairs Division Director

## SAMPLE LETTER OF INVITATION TO PARTICIPATING AGENCIES

### US 281 EIS

The Alamo Regional Mobility Authority (Alamo RMA) in cooperation with the Federal Highway Administration (FHWA) and the Texas Department of Transportation (TxDOT), is initiating an Environmental Impact Statement (EIS) for a proposed transportation project on US 281. The project limits are from Loop 1604 north of San Antonio, Texas, to Borgfeld Road near the Bexar/Comal County line (CSJ 0253-04-138). The objectives of US 281 corridor improvements, as currently defined, are to improve mobility, enhance safety, and improve community quality of life. Additional information regarding the proposed project can be found in the enclosed Notice of Intent (NOI).

Your agency has been identified as an agency that may have an interest in the proposed project. With this letter, we extend your agency an invitation to become a Participating Agency with the Alamo RMA in the development of the EIS for the subject project. This designation does not imply that your agency either supports the proposal or has any special expertise with respect to evaluation of the proposed project.

Pursuant to Section 6002 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), Participating Agencies are responsible to identify, as early as practicable, any issues of concern regarding the project's potential environmental or socioeconomic impacts that could substantially delay or prevent an agency from granting a permit or other approval that is needed for the project. We suggest that your agency's role in the development of the above project should include the following as they relate to your area of expertise:

- 1: Provide meaningful and early input on defining the purpose and need, determining the range of alternatives to be considered, and the methodologies and level of detail required in the alternatives analysis.
- 2: Participate in coordination meetings and joint field reviews as appropriate.
- 3: Timely review and comment on the pre-draft or pre-final environmental documents to reflect the views and concerns of your agency on the adequacy of the document, alternatives considered, and the anticipated impacts and mitigation.

Please respond to the Alamo RMA in writing by September 15, 2009 if your agency wishes to become a Participating Agency.

We are also transmitting a copy of the draft SAFETEA-LU Section 6002 Coordination Plan for your review and comment. The draft Coordination Plan provides additional

insight regarding the overall Section 6002 process as well as specific roles and responsibilities for Cooperating and Participating Agencies.

Finally, we are inviting your participation at the upcoming Scoping Meeting. An Agency Scoping Meeting will be held on Thursday, August 27, 2009, from 1:00 pm to 3:00 pm at St. Mark the Evangelist Catholic Church Gymnasium, 1602 Thousand Oaks Drive, San Antonio, Texas 78232. Later that same day and at the same location, the public is invited to attend a Public Scoping Meeting/Open House anytime between 5:30 pm and 8:00 pm.

If you have any questions or would like to discuss in more detail the proposed project or our agencies' respective roles and responsibilities during the preparation of this EIS, please contact:

Ms. Lisa Adelman  
Legal Counsel to the Alamo RMA  
1222 N. Main Ave, 10th Floor  
San Antonio, Texas 78212  
(210) 495-5499

Thank you for your cooperation and interest in this proposed project.

Sincerely,

Terry Brechtel  
Executive Director

Enclosures: Project NOI, Draft Coordination Plan, Study Area Map

cc: Ms. Dianna F. Noble, P.E., TxDOT – Environmental Affairs Division  
Mr. Salvador Deocampo, District Engineer, Texas Division, FHWA

COUNCIL ON ENVIRONMENTAL QUALITY  
EXECUTIVE OFFICE OF THE PRESIDENT

# A Citizen's Guide to the NEPA

*Having Your  
Voice Heard*



DECEMBER 2007

COUNCIL ON ENVIRONMENTAL QUALITY  
EXECUTIVE OFFICE OF THE PRESIDENT

# A Citizen's Guide to the NEPA

*Having Your  
Voice Heard*



DECEMBER 2007

This guide is based on research and consultations undertaken by the Council on Environmental Quality (CEQ) concerning the need for a Citizen's Guide to the National Environmental Policy Act (NEPA). Participants in the NEPA Regional Roundtables held in 2003-2004 clearly voiced the need for a guide that provides an explanation of NEPA, how it is implemented, and how people outside the Federal government — individual citizens, private sector applicants, members of organized groups, or representatives of Tribal, State, or local government agencies — can better participate in the assessment of environmental impacts conducted by Federal agencies (see <http://ceq.eh.doe.gov/ntf>). This guide is informational and does not establish new requirements. It is not and should not be viewed as constituting formal CEQ guidance on the implementation of NEPA, nor are recommendations in this guide intended to be viewed as legally binding.

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## Table of Contents

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Purpose of the Guide .....	1
History and Purpose of NEPA .....	2
Who is Responsible for Implementing NEPA?.....	2
To What do the Procedural Requirements of NEPA Apply?.....	4
When Does NEPA Apply?.....	5
Who Oversees the NEPA Process? .....	5
Navigating the NEPA Process .....	7
Implementing the NEPA Process .....	10
Categorical Exclusions (CE) .....	10
Environmental Assessments (EA).....	11
Environmental Impact Statements (EIS).....	13
Notice of Intent and Scoping .....	13
Draft EIS .....	16
Final EIS.....	18
Record of Decision (ROD) .....	19
Supplemental EIS.....	20
EPA's Review .....	21
When and How to Get Involved.....	21
It Depends on the Agency .....	21
Be Informed of Actions .....	23
Active Involvement .....	23
Other Processes that Require Public Involvement .....	25
How to Comment.....	27
What If Involvement Isn't Going Well?.....	28
Don't Wait Too Long.....	28
Contact the Agency .....	28

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Other Assistance.....	29
NEPA's Requirements .....	29
Remedies Available .....	30
Final Thoughts .....	30

## List of Appendices

Appendix A: NEPAnet and How to Use It

Appendix B: The Federal Register and How to Use It

Appendix C: EPA's EIS Rating System

Appendix D: Agency NEPA Contacts

Appendix E: Some Useful Definitions from the Council on Environmental Quality NEPA Implementing Regulations

## List of Acronyms

CE:	Categorical Exclusion
CEQ:	Council on Environmental Quality
CFR:	Code of Federal Regulations
EA:	Environmental Assessment
EIS:	Environmental Impact Statement
EMS:	Environmental Management System
EPA:	The Environmental Protection Agency
FONSI:	Finding of No Significant Impact
NEPA:	The National Environmental Policy Act
NOI:	Notice of Intent
ROD:	Record of Decision

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## Purpose of the Guide

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This guide has been developed to help citizens and organizations who are concerned about the environmental effects of federal decisionmaking to effectively participate in Federal agencies' environmental reviews under the National Environmental Policy Act (NEPA).<sup>1</sup> With some limited exceptions, all Federal agencies in the executive branch have to comply with NEPA before they make final decisions about federal actions that could have environmental effects. Thus, NEPA applies to a very wide range of federal actions that include, but are not limited to, federal construction projects, plans to manage and develop federally owned lands, and federal approvals of non-federal activities such as grants, licenses, and permits. The Federal Government takes hundreds of actions every day that are, in some way, covered by NEPA.

The environmental review process under NEPA provides an opportunity for you to be involved in the Federal agency decisionmaking process. It will help you understand what the Federal agency is proposing, to offer your thoughts on alternative ways for the agency to accomplish what it is proposing, and to offer your comments on the agency's analysis of the environmental effects of the proposed action and possible mitigation of potential harmful effects of such actions. NEPA requires Federal agencies to consider environmental effects that include, among others, impacts on social, cultural, and economic resources, as well as natural resources. Citizens often have valuable information about places and resources that they value and the potential environmental, social, and economic effects that proposed federal actions may have on those places and resources. NEPA's requirements provide you the means to work with the agencies so they can take your information into account.

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<sup>1</sup> National Environmental Policy Act of 1969, as amended, 42 U.S.C. §§ 4321-4347, available at [www.nepa.gov](http://www.nepa.gov).

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## History and Purpose of NEPA

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Congress enacted NEPA in December, 1969, and President Nixon signed it into law on January 1, 1970. NEPA was the first major environmental law in the United States and is often called the "Magna Carta" of environmental laws. Importantly, NEPA established this country's national environmental policies.

To implement these policies, NEPA requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Two major purposes of the environmental review process are better informed decisions and citizen involvement, both of which should lead to implementation of NEPA's policies.

### Who is Responsible for Implementing NEPA?

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Every agency in the executive branch of the Federal Government has a responsibility to implement NEPA. In NEPA, Congress directed that, to the fullest extent possible, the policies, regulations, and public laws of the United States shall be interpreted and administered in accordance with the policies set forth in NEPA.<sup>2</sup> To implement NEPA's policies, Congress prescribed a procedure, commonly referred to as "the NEPA process" or "the environmental impact assessment process."

NEPA's procedural requirements apply to all Federal agencies in the executive branch. NEPA does not apply to the President, to Congress, or to the Federal courts.<sup>3</sup>

Because NEPA implementation is an important responsibility of the Federal Government, many Federal agencies have established offices dedicated to NEPA policy and program oversight. Employees in these offices prepare NEPA guidance, policy, and procedures for the agency, and often make this information available to the public through sources such as Internet websites. Agencies are required to develop their own capacity within a NEPA program in order to develop analyses and documents (or review those prepared by others) to ensure informed decisionmaking.<sup>4</sup> Most agency NEPA procedures are available on-line at the NEPAnet website <http://ceq.eh.doe.gov/nepa/reg/agency/agencies.cfm>). Agency NEPA procedures are published in

<sup>2</sup> Section 102 of the National Environmental Policy Act of 1969, 42 U.S.C. §4332.

<sup>3</sup> CEQ NEPA Regulations 40 C.F.R. §1508.12.

<sup>4</sup> Council on Environmental Quality, "Regulations for Implementing the Procedural Provisions of the National Environmental Policy Act" 40 C.F.R. section 1507.2, available at [www.nepa.gov](http://www.nepa.gov). Future references to the CEQ NEPA Regualtions will be cited as : CEQ NEPA Regulations, 40 C.F.R. §1507.2.

**National Environmental Policy Act Sec. 101**  
**[42 USC § 4331]**

(a) The Congress, recognizing the profound impact of man's activity on the interrelations of all components of the natural environment, particularly the profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances and recognizing further the critical importance of restoring and maintaining environmental quality to the overall welfare and development of man, declares that it is the continuing policy of the Federal Government, in cooperation with State and local governments, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.

(b) In order to carry out the policy set forth in this Act, it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may —

1. fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
3. attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
4. preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice;
5. achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
6. enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

(c) The Congress recognizes that each person should enjoy a healthful environment and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

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the Federal Register for public review and comment when first proposed and some are later codified and published in the Code of Federal Regulations.<sup>5</sup> If you experience difficulty locating an agency's NEPA procedures, you can write or call the agency NEPA point of contacts and ask for a copy of their procedures.<sup>6</sup>

## To What Do the Procedural Requirements of NEPA Apply?

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In NEPA, Congress recognized that the Federal Government's actions may cause significant environmental effects. The range of actions that cause significant environmental effects is broad and includes issuing regulations, providing permits for private actions, funding private actions, making federal land management decisions, constructing publicly-owned facilities, and many other types of actions. Using the NEPA process, agencies are required to determine if their proposed actions have significant environmental effects and to consider the environmental and related social and economic effects of their proposed actions.

NEPA's procedural requirements apply to a Federal agency's decisions for actions, including financing, assisting, conducting, or approving projects or programs; agency rules, regulations, plans, policies, or procedures; and legislative proposals.<sup>7</sup> NEPA applies when a Federal agency has discretion to choose among one or more alternative means of accomplishing a particular goal.<sup>8</sup>

Frequently, private individuals or companies will become involved in the NEPA process when they need a permit issued by a Federal agency. When a company applies for a permit (for example, for crossing federal lands or impacting waters of the United States) the agency that is being asked to issue the permit must evaluate the environmental effects of the permit decision under NEPA. Federal agencies might require the private company or developer to pay for the preparation of analyses, but the agency remains responsible for the scope and accuracy of the analysis.

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<sup>5</sup> The draft agency implementing procedures, or regulations, are published in the Federal Register, and a public comment period is required prior to CEQ approval. Commenting on these agency regulations is one way to be involved in their development. Most agencies already have implementing procedures; however, when they are changed, the agency will again provide for public comment on the proposed changes.

<sup>6</sup> See Appendices A and D for information on how to access agency points of contact and agency websites.

<sup>7</sup> CEQ NEPA Regulations, 40 C.F.R. § 1508.18. Note that this section applies only to legislation drafted and submitted to Congress by federal agencies. NEPA does not apply to legislation initiated by members of Congress.

<sup>8</sup> CEQ NEPA Regulations, 40 C.F.R. § 1508.23.

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## When Does NEPA Apply?

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NEPA requires agency decisionmakers to make informed decisions. Therefore, the NEPA process must be completed before an agency makes a final decision on a proposed action. Good NEPA analyses should include a consideration of how NEPA's policy goals (Section 101) will be incorporated into the decision to the extent consistent with other considerations of national policy. NEPA does not require the decisionmaker to select the environmentally preferable alternative or prohibit adverse environmental effects. Indeed, decisionmakers in Federal agencies often have other concerns and policy considerations to take into account in the decisionmaking process, such as social, economic, technical or national security interests. But NEPA does require that decisionmakers be informed of the environmental consequences of their decisions.

The NEPA process can also serve to meet other environmental review requirements. For instance, actions that require the NEPA process may have an impact on endangered species, historic properties, or low income communities. The NEPA analysis, which takes into account the potential impacts of the proposed action and investigates alternative actions, may also serve as a framework to meet other environmental review requirements, such as the Endangered Species Act, the National Historic Preservation Act, the Environmental Justice Executive Order, and other Federal, State, Tribal, and local laws and regulations.<sup>9</sup>

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## Who Oversees the NEPA Process?

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There are three Federal agencies that have particular responsibilities for NEPA. Primary responsibility is vested in the Council on Environmental Quality (CEQ), established by Congress in NEPA. Congress placed CEQ in the Executive Office of the President and gave it many responsibilities, including the responsibility to ensure that Federal agencies meet their obligations under the Act. CEQ oversees implementation of NEPA, principally through issuance and interpretation of NEPA regulations that implement the procedural requirements of NEPA. CEQ also reviews and approves Federal agency NEPA procedures, approves of alternative arrangements for compliance with NEPA in the case of emergencies, and helps to resolve disputes between Federal agencies and with other governmental entities and members of the public.

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<sup>9</sup> CEQ NEPA Regualtions, 40 C.F.R. § 1502.25.

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In 1978, CEQ issued binding regulations directing agencies on the fundamental requirements necessary to fulfill their NEPA obligations.<sup>10</sup> The CEQ regulations set forth minimum requirements for agencies. The CEQ regulations also called for agencies to create their own implementing procedures that supplement the minimum requirements based on each agency's specific mandates, obligations, and missions.<sup>11</sup> These agency-specific NEPA procedures account for the slight differences in agencies' NEPA processes.

The Environmental Protection Agency's (EPA) Office of Federal Activities reviews environmental impact statements (EIS) and some environmental assessments (EA) issued by Federal agencies.<sup>12</sup> It provides its comments to the public by publishing summaries of them in the Federal Register, a daily publication that provides notice of Federal agency actions.<sup>13</sup> EPA's reviews are intended to assist Federal agencies in improving their NEPA analyses and decisions.<sup>14</sup>

Another government entity involved in NEPA is the U.S. Institute for Environmental Conflict Resolution, which was established by the Environmental Policy and Conflict Resolution Act of 1998 to assist in resolving conflict over environmental issues that involve Federal agencies.<sup>15</sup> While part of the Federal Government (it is located within the Morris K. Udall Foundation, a Federal agency located in Tucson, Arizona), it provides an independent, neutral, place for Federal agencies to work with citizens as well as State, local, and Tribal governments, private organizations, and businesses to reach common ground. The Institute provides dispute resolution alternatives to litigation and other adversarial approaches. The Institute is also charged with assisting the Federal Government in the implementation of the substantive policies set forth in Section 101 of NEPA.<sup>16</sup>

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<sup>10</sup> CEQ NEPA Regulations, 40 C.F.R. parts 1500-1508, available at [www.nepa.gov](http://www.nepa.gov).

<sup>11</sup> CEQ NEPA Regulations, 40 C.F.R. § 1507.3,

<sup>12</sup> Clean Air Act, 42 U.S.C. § 7609.

<sup>13</sup> See Appendix B for information on the Federal Register.

<sup>14</sup> For additional information see <http://www.epa.gov/compliance/nepa/index.htm>.

<sup>15</sup> Environmental Policy and Conflict Resolution Act of 1998, 20 U.S.C. §§ 5601-5609.

<sup>16</sup> For a discussion of the relationship between Section 101 of NEPA and conflict resolution, including specific case examples and recommendations for strengthening that relationship see the National Environmental Conflict Resolution Advisory Committee, "Final Report — Submitted to the U.S. Institute for Environmental Conflict Resolution of the Morris K. Udall Foundation," (April 2005), available at <http://www.ecr.gov> by clicking on "Resources" and "NEPA and ECR."

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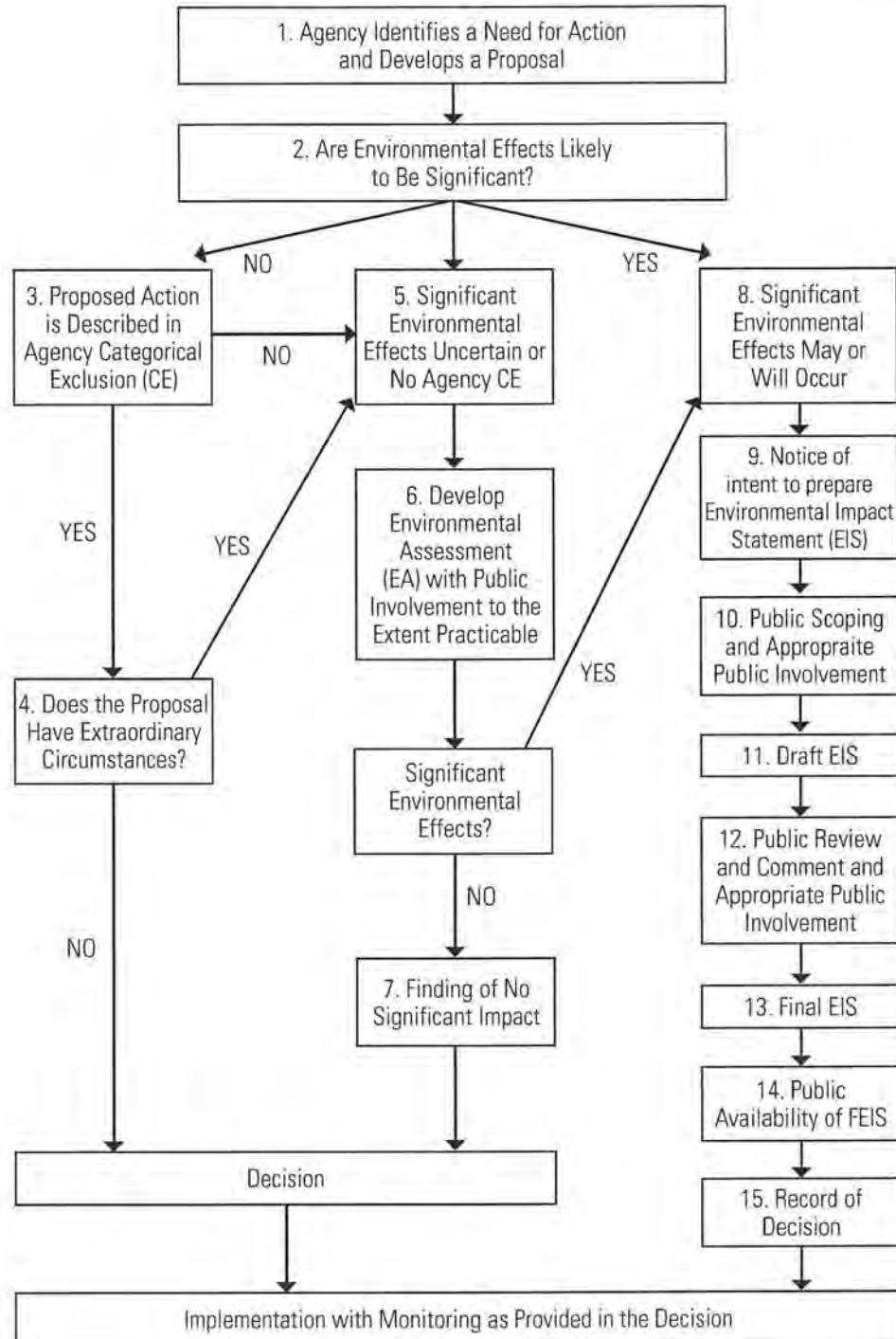
## Navigating the NEPA Process

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Each year, thousands of Environmental Assessments (EAs) and hundreds of Environmental Impact Statements (EISs) are prepared by Federal agencies. These documents provide citizens and communities an opportunity to learn about and be involved in each of those environmental impact assessments that are part of the Federal agency decisionmaking process. It is important to understand that commenting on a proposal is not a "vote" on whether the proposed action should take place. Nonetheless, the information you provide during the EA and EIS process can influence the decisionmakers and their final decisions because NEPA does require that federal decisionmakers be informed of the environmental consequences of their decisions.

This guide will help you better navigate through the NEPA process and better understand the roles of the various other actors. While reading the guide, please refer to the following flowchart, "The NEPA Process," which details the steps of the NEPA process. For ease of reference, each step of the process is designated with a number which is highlighted in the text discussing that particular step. While agencies may differ slightly in how they comply with NEPA, understanding the basics will give you the information you need to work effectively with any agency's process.

## The NEPA Process



*\*Significant new circumstances or information relevant to environmental concerns or substantial changes in the proposed action that are relevant to environmental concerns may necessitate preparation of a supplemental EIS following either the draft or final EIS or the Record of Decision (CEQ NEPA Regulations, 40 C.F.R. § 1502.9(c)).*

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The NEPA process begins when an agency develops a proposal to address a need to take an action.

The need to take an action may be something the agency identifies itself, or it may be a need to make a decision on a proposal brought to it by someone outside of the agency, for example, an applicant for a permit. Based on the need, the agency develops a proposal for action (Number 1 in Figure 1). If it is the only Federal agency involved, that agency will automatically be the “lead agency,” which means it has the primary responsibility for compliance with NEPA.

Some large or complex proposals involve multiple Federal agencies along with State, local, and Tribal agencies. If another Federal, State, local, or Tribal agency has a major role in the proposed action and also has NEPA responsibilities or responsibilities under a similar NEPA-like law<sup>17</sup>, that agency may be a “joint lead agency.” A “joint lead agency” shares the lead agency’s responsibility for management of the NEPA process, including public involvement and the preparation of documents. Other Federal, State, Tribal, or local government agencies may have a decision or special expertise regarding a proposed action, but less of a role than the lead agency. In that case, such a Federal, State, Tribal, or local government agency may be a “cooperating agency.”

A “cooperating agency” is an agency that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative). Thus, a “cooperating agency” typically will have some responsibilities for the analysis related to its jurisdiction or special expertise.

Once it has developed a proposed action, the agency will enter the initial analytical approach (Number 2 in Figure 1) to help it determine whether the agency will pursue the path of a Categorical Exclusion (CE), an Environmental Assessment (EA), or an Environmental Impact Statement (EIS).

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<sup>17</sup>About a quarter of the states have such laws; for example, New York, Montana, Washington, and California all have such laws. New York City also has such a law. A list with references is available at [www.nepa.gov](http://www.nepa.gov) by clicking on “State Information” or directly at <http://ceq.eh.doe.gov/nepa/states.html>.

## Special Situations

- ❖ On rare occasions, Congress may exempt an action from NEPA.
- ❖ If the agency needs to take an action that would typically require preparation of an environmental impact statement in response to an emergency, and there is insufficient time to follow the regular NEPA process, then the agency can proceed immediately to mitigate harm to life, property, or important resources, and work with CEQ to develop alternative arrangements for compliance with NEPA (40 C.F.R. §1506.11).
- ❖ The NEPA analyses and document may involve classified information. If the entire action is classified, the agency will still comply with the analytical requirements of NEPA, but the information will not be released for public review. If only a portion of the information is classified, the agency will organize the classified material so that the unclassified portions can be made available for review (40 C.F.R. §1507.3(c)).

## Implementing the NEPA Process

### *Categorical Exclusions (CEs) (Number 3 in Figure 1)*

A CE is a category of actions that the agency has determined does not individually or cumulatively have a significant effect on the quality of the human environment.<sup>18</sup> Examples include issuing administrative personnel procedures, making minor facility renovations (such as installing energy efficient lighting), and reconstruction of hiking trails on public lands. Agencies develop a list of CEs specific to their operations when they develop or revise their NEPA implementing procedures in accordance with CEQ's NEPA regulations.

A CE is based on an agency's experience with a particular kind of action and its environmental effects. The agency may have studied the action in previous EAs, found no significant impact on the environment based on the analyses, and validated the lack of significant impacts after the implementation. If this is the type of action that will be repeated over time, the agency may decide to amend their implementing regulations to include the action as a CE. In these cases, the draft agency procedures are published in the *Federal Register*, and a public comment period is required. Participation in these comment periods is an important way to be involved in the development of a particular CE.

<sup>18</sup> CEQ NEPA Regulations, 40 C.F.R. § 1508.4.

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If a proposed action is included in the description provided for a listed CE established by the agency, the agency must check to make sure that no extraordinary circumstances exist that may cause the proposed action to have a significant effect in a particular situation. Extraordinary circumstances typically include such matters as effects to endangered species, protected cultural sites, and wetlands (Number 4 in Figure 1). If there are no extraordinary circumstances indicating that the effects of the action may be significant, then the agency can proceed with the action.

If the proposed action is not included in the description provided in the CE established by the agency, or there are extraordinary circumstances, the agency must prepare an EA or an EIS, or develop a new proposal that may qualify for application of a CE. When the agency does not know or is uncertain whether significant impacts are expected, the agency should prepare an EA to determine if there are significant environmental effects.

#### *Environmental Assessments (EA) (Number 5 in Figure 1)*

The purpose of an EA is to determine the significance of the environmental effects and to look at alternative means to achieve the agency's objectives. The EA is intended to be a concise document that (1) briefly provides sufficient evidence and analysis for determining whether to prepare an EIS; (2) aids an agency's compliance with NEPA when no environmental impact statement is necessary; and (3) facilitates preparation of an Environmental Impact Statement when one is necessary.<sup>19</sup>

An EA should include brief discussions of:

- ❖ the need for the proposal,
- ❖ alternative courses of action for any proposal which involves unresolved conflicts concerning alternative uses of available resources,
- ❖ the environmental impacts of the proposed action and alternatives, and
- ❖ a listing of agencies and persons consulted.<sup>20</sup>

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<sup>19</sup> CEQ NEPA Regulations, 40 C.F.R. § 1508.9.

<sup>20</sup> CEQ NEPA Regulations, 40 C.F.R. § 1508.9(b).

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Because the EA serves to evaluate the significance of a proposal for agency actions, it should focus on the context and intensity of effects that may “significantly” affect the quality of the human environment.<sup>21</sup> Often the EA will identify ways in which the agency can revise the action to minimize environmental effects.

When preparing an EA, the agency has discretion as to the level of public involvement (Number 6 in Figure 1). The CEQ regulations state that the agency shall involve environmental agencies, applicants, and the public, to the extent practicable, in preparing EAs.<sup>22</sup> Sometimes agencies will choose to mirror the scoping and public comment periods that are found in the EIS process. In other situations, agencies make the EA and a draft FONSI available to interested members of the public.

Some agencies, such as the Army, require that interested parties be notified of the decision to prepare an EA, and the Army also makes the EA publicly available. Some agencies keep a notification list of parties interested in a particular kind of action or in all agency actions. Other agencies simply prepare the EA. Not all agencies systematically provide information about individual EAs, so it is important that you read the specific implementing procedures of the proposing agency or ask the local NEPA point of contact working on the project about the process and let the appropriate agency representative know if you are interested in being notified of all NEPA documents or NEPA processes related to a particular type of action.

The EA process concludes with either a Finding of No Significant Impact (FONSI) (Number 7 in Figure 1) or a determination to proceed to preparation of an EIS. A FONSI is a document that presents the reasons why the agency has concluded that there are no significant environmental impacts projected to occur upon implementation of the action.<sup>23</sup> The EA is either summarized in the FONSI or attached to it.

In two circumstances, the CEQ regulations require agencies to make the proposed FONSI available for public review for 30 days. Those situations are:

- ❖ if the type of proposed action hasn’t been done before by the particular agency, or

<sup>21</sup> CEQ NEPA Regulations 40 C.F.R. § 1508.27.

<sup>22</sup> CEQ NEPA Regulations, 40 C.F.R. § 1501.4(e)(2).

<sup>23</sup> Government Printing Office Electronic Information Enhancement Act of 1993, 44 U.S.C. §§ 4101-4104.

- 
- ❖ if the action is something that typically would require an EIS under the agency NEPA procedures.<sup>24</sup>

If this is the case, the FONSI is usually published in the *Federal Register*,<sup>25</sup> and the notice of availability of the FONSI will include information on how and where to provide your comments. If the requirement for a 30 day review is not triggered the FONSI often will not be published in the Federal Register. It may be posted on the agency's website, published in local newspapers or made available in some other manner. If you are interested in a particular action that is the subject of an EA, you should find out from the agency how it will make the FONSI available.

#### *Environmental Impact Statements (EIS) (Number 8 in Figure 1)*

A Federal agency must prepare an EIS if it is proposing a major federal action significantly affecting the quality of the human environment.<sup>26</sup> The regulatory requirements for an EIS are more detailed than the requirements for an EA or a categorical exclusion and are explained below.

#### *Notice of Intent and Scoping (Numbers 9 and 10 in Figure 1)*

The EIS process begins with publication of a Notice of Intent (NOI), stating the agency's intent to prepare an EIS for a particular proposal. (Number 9 in Figure 1). The NOI is published in the *Federal Register*, and provides some basic information on the proposed action in preparation for the scoping process (Number 10 in Figure 1).<sup>27</sup> The NOI provides a brief description of the proposed action and possible alternatives. It also describes the agency's proposed scoping process, including any meetings and how the public can get involved. The NOI will also contain an agency point of contact who can answer questions about the proposed action and the NEPA process.

The scoping process is the best time to identify issues, determine points of contact, establish project schedules, and provide recommendations to the agency. The overall goal is to define the scope of issues to be addressed in depth in the analyses that will be included in the EIS. Specifically, the scoping process will:

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<sup>24</sup> 42 U.S.C. § 4332(C).

<sup>25</sup> Scoping is a NEPA term of art that describes one major public involvement aspect of the NEPA EIS process (CEQ NEPA Regulations, 40 C.F.R. § 1501.7).

<sup>26</sup> CEQ NEPA Regulations, 40 C.F.R. § 1501.7. More information on scoping can be found in CEQ's guidance on scoping at [www.nepa.gov](http://www.nepa.gov).

<sup>27</sup> Public hearings are run in a formal manner, with a recording or minutes taken of speakers' comments. Public meetings may be held in a variety of formats, and may be much more informal than hearings.

- 
- ❖ Identify people or organizations who are interested in the proposed action;
  - ❖ Identify the significant issues to be analyzed in the EIS;
  - ❖ Identify and eliminate from detailed review those issues that will not be significant or those that have been adequately covered in prior environmental review;
  - ❖ Determine the roles and responsibilities of lead and cooperating agencies;
  - ❖ Identify any related EAs or EISs;
  - ❖ Identify gaps in data and informational needs;
  - ❖ Set time limits for the process and page limits for the EIS;
  - ❖ Identify other environmental review and consultation requirements so they can be integrated with the EIS; and
  - ❖ Indicate the relationship between the development of the environmental analysis and the agency's tentative decisionmaking schedule.<sup>28</sup>

As part of the process, agencies are required to identify and invite the participation of interested persons. The agency should choose whatever communications methods are best for effective involvement of communities, whether local, regional, or national, that are interested in the proposed action. Video conferencing, public meetings, conference calls, formal hearings, or informal workshops are among the legitimate ways to conduct scoping. It is in your interest to become involved as soon as the EIS process begins and to use the scoping opportunity to make thoughtful, rational presentations on impacts and alternatives. Some of the most constructive and beneficial interaction between the public and an agency occurs when citizens identify or develop reasonable alternatives that the agency can evaluate in the EIS.

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<sup>28</sup> CEQ NEPA Regulations, 40 C.F.R. § 1501.7. More information on scoping can be found in CEQ's guidance on scoping at [www.nepa.gov](http://www.nepa.gov) by clicking on "CEQ Guidance."

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## NEPA is About People and Places



Tent Rocks, Jemez  
Mountains.



Southern Regional  
NEPA Roundtable  
discussion on the  
NEPA Task Force  
report *Modernizing  
NEPA Implementation*



US District  
Courthouse, Sioux  
Falls, SD

From top left: Tent Rocks photo courtesy of Michael Dechter; Courthouse, Sioux Falls, South Dakota, photo courtesy of General Services Administration, <http://rnrpb.ssa.gov/internet/PBSWeb.nsf/0/a704c21a7427f8d4872569b50079ac3d?OpenDocument>

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### *Draft EIS* (Number 11 in Figure 1)

The next major step in the EIS process that provides an opportunity for your input is when the agencies submit a draft EIS for public comment. The Environmental Protection Agency (EPA) publishes a Notice of Availability in the Federal Register informing you and other members of the public that the draft is available for comment (Number 12 in Figure 1). The EPA notices are also available at <http://www.epa.gov/compliance/nepa/eisdata.html>. Based on the communication plan established by the agency, websites, local papers, or other means of public notice may also be used. The comment period is at least 45 days long; however, it may be longer based on requirements spelled out in the agency specific NEPA procedures or at the agency's discretion. During this time, the agency may conduct public meetings or hearings as a way to solicit comments.<sup>29</sup> The agency will also request comments from other Federal, State, Tribal, and local agencies that may have jurisdiction or interest in the matter.

One key aspect of a draft EIS is the statement of the underlying purpose and need.<sup>30</sup> Agencies draft a "Purpose and Need" statement to describe what they are trying to achieve by proposing an action. The purpose and need statement explains to the reader why an agency action is necessary, and serves as the basis for identifying the reasonable alternatives that meet the purpose and need.

The identification and evaluation of alternative ways of meeting the purpose and need of the proposed action is the heart of the NEPA analysis. The lead agency or agencies must, "objectively evaluate all reasonable alternatives, and for alternatives which were eliminated from detailed study, briefly discuss the reasons for their having been eliminated."<sup>31</sup> Reasonable alternatives are those that substantially meet the agency's purpose and need. If the agency is considering an application for a permit or other federal approval, the agency must still consider all reasonable alternatives. Reasonable alternatives include those that are practical or feasible from the technical and economic standpoint and using common sense, rather than simply desirable from the standpoint of the applicant. Agencies are obligated to evaluate all reasonable alternatives or a range of reasonable alternatives in enough detail so that a reader can compare and contrast the environmental effects of the various alternatives.

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<sup>29</sup> Public hearings are run in a formal manner, with a recording or minutes taken of speakers' comments. Public meetings may be held in a variety of formats, and may be much more informal than hearings.

<sup>30</sup> CEQ NEPA Regulations, 40 C.F.R. § 1502.13.

<sup>31</sup> CEQ NEPA Regulations, 40 C.F.R. § 1502.14.

Agencies must always describe and analyze a “no action alternative.” The “no action” alternative is simply what would happen if the agency did not act upon the proposal for agency action. For example, in the case of an application to the U.S. Army Corps of Engineers for a permit to place fill in a particular area, the “no action” alternative is no permit. But in the case of a proposed new management plan for the National Park Service’s management of a national park, the “no action” alternative is the continuation of the current management plan.

If an agency has a preferred alternative when it publishes a draft EIS, the draft must identify which alternative the agency prefers. All agencies must identify a preferred alternative in the final EIS, unless another law prohibits it from doing so.<sup>32</sup>

The agency must analyze the full range of direct, indirect, and cumulative effects of the preferred alternative, if any, and of the reasonable alternatives identified in the draft EIS. For purposes of NEPA, “effects” and “impacts” mean the same thing. They include ecological, aesthetic, historic, cultural, economic, social, or health impacts, whether adverse or beneficial.<sup>33</sup> It is important to note that human beings are part of the environment (indeed, that’s why Congress used the phrase “human environment” in NEPA), so when an EIS is prepared and economic or social and natural or physical environmental effects are interrelated, the EIS should discuss all of these effects.<sup>34</sup>

**CEQ NEPA Regulation Section 1508.8  
[40 C.F.R. § 1508.8.]**

“Effects” include:

- (a) Direct effects, which are caused by the action and occur at the same time and place.
- (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

<sup>32</sup> CEQ NEPA Regulations, 40 C.F.R. § 1502.14(e).

<sup>33</sup> CEQ NEPA Regulations, 40 C.F.R. §§ 1508.7, 1508.8.

<sup>34</sup> CEQ NEPA Regulations, 40 C.F.R. § 1508.14.

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In addition to the purpose and need, identification of reasonable alternatives, and the environmental effects of the alternatives, the draft EIS will contain a description of the environment that would be affected by the various alternatives.

The EIS will also have a list of who prepared the document and their qualifications,<sup>35</sup> a table of contents, and an index.<sup>36</sup> The agency may choose to include technical information in appendices that are either circulated with the draft or readily available for review.<sup>37</sup>

#### *Final EIS (Number 13 in Figure 1)*

When the public comment period is finished, the agency analyzes comments, conducts further analysis as necessary, and prepares the final EIS. In the final EIS, the agency must respond to the substantive comments received from other government agencies and from you and other members of the public.<sup>38</sup> The response can be in the form of changes in the final EIS, factual corrections, modifications to the analyses or the alternatives, new alternatives considered, or an explanation of why a comment does not require the agency's response.<sup>39</sup> Often the agency will meet with other agencies that may be affected by the proposed action in an effort to resolve an issue or mitigate project effects. A copy or a summary of your substantive comments and the response to them will be included in the final EIS.<sup>40</sup>

When it is ready, the agency will publish the final EIS and EPA will publish a Notice of Availability in the Federal Register. The Notice of Availability marks the start of a waiting period (Number 14 in Figure 1). A minimum of 30 days must pass before the agency can make a decision on their proposed action unless the agency couples the 30 days with a formal internal appeals process.<sup>41</sup> This provides time for the agency decisionmaker to consider the purpose and need, weigh the alternatives, balance their objectives, and make a decision.

There is an additional (but rarely used) procedure worth noting: pre-decision referrals to CEQ.<sup>42</sup> This referral process takes place when

<sup>35</sup> CEQ NEPA Regulations, 40 C.F.R. § 1502.17.

<sup>36</sup> CEQ NEPA Regulations, 40 C.F.R. § 1502.10.

<sup>37</sup> CEQ NEPA Regulations, 40 C.F.R. § 1502.18.

<sup>38</sup> CEQ NEPA Regulations, 40 C.F.R. § 1503.4.

<sup>39</sup> CEQ NEPA Regulations, 40 C.F.R. § 1503.4(a).

<sup>40</sup> CEQ NEPA Regulations, 40 C.F.R. § 1503.4(b).

<sup>41</sup> CEQ NEPA Regulations, 40 C.F.R. § 1506.10. If the end of the 30 day wait period is less than 90 days after the notice of availability of the Draft EIS, was published in the Federal Register, then the decision must await the expiration of the 90 days.

<sup>42</sup> CEQ NEPA Regulations, 40 C.F.R. part 1504.

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EPA or another Federal agency determines that proceeding with the proposed action is environmentally unacceptable. If an agency reaches that conclusion, the agency can refer the issue to CEQ within 25 days after the Notice of Availability for the final EIS is issued. CEQ then works to resolve the issue with the agencies concerned. CEQ might also refer the agencies to the U.S. Institute for Environmental Conflict Resolution to try to address the matter before formal elevation.<sup>43</sup> There is no provision for citizens to formally refer an action to CEQ; however, CEQ typically provides an opportunity for public involvement in a referral.

*Record of Decision (ROD) (Number 15 in Figure 1)*

The ROD is the final step for agencies in the EIS process. The ROD is a document that states what the decision is; identifies the alternatives considered, including the environmentally preferred alternative; and discusses mitigation plans, including any enforcement and monitoring commitments.<sup>44</sup> In the ROD, the agency discusses all the factors, including any considerations of national policy, that were contemplated when it reached its decision on whether to, and if so how to, proceed with the proposed action. The ROD will also discuss if all practical means to avoid or minimize environmental harm have been adopted, and if not, why they were not.<sup>45</sup> The ROD is a publicly available document. Sometimes RODs are published in the Federal Register or on the agency's website, but if you are interested in receiving the ROD you should ask the agency's point of contact for the EIS how to obtain a copy of the ROD.

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<sup>43</sup> The U.S. Institute reports disputes it is involved with to CEQ and requests concurrence from CEQ to engage in those disputes involving two or more federal agencies.

<sup>44</sup> CEQ NEPA Regulations, 40 C.F.R. § 1505.2.

<sup>45</sup> CEQ NEPA Regulations, 40 C.F.R. § 1505.2(c).

### **Environmental Management Systems (EMS)**

Executive Order (EO 13423) and a subsequent memorandum issued from the Office of Management and Budget and CEQ direct all agencies to adopt an Environmental Management System (EMS). "An EMS is a systematic approach to identifying and managing an organization's environmental obligations and issues that can complement many aspects of the NEPA review process." (Boling, E.A. 2005. Environmental Management Systems and NEPA: A Framework for Productive Harmony. The Environmental Law Reporter. 35 ELR 10022. Environmental Law Institute). EMSs are typically used by organizations and agencies to set up the procedures that will help them comply with the specific requirements of environmental laws and regulations, such as air and water permits. EMSs can be particularly useful in NEPA in the context of post-decision monitoring and mitigation. Using the procedures provided by an EMS, agencies can better ensure they are proper implementation of mitigation measures and provide a mechanism for monitoring the actual effects of the mitigation. (CEQ, Aligning National Environmental Policy Act Processes with Environmental Management Systems — A Guide for NEPA and EMS Practitioners (April 2007) available at [www.nepa.gov](http://www.nepa.gov) by clicking on "Aligning NEPA Processes with Environmental Management Systems."

### ***Supplemental EIS (Asterisk in Figure 1)***

Sometimes a Federal agency is obligated to prepare a supplement to an existing EIS. An agency must prepare a supplement to either a draft or final EIS if it makes substantial changes in the proposed action that are relevant to environmental concerns, or if there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. An agency may also prepare a supplemental EIS if it determines that doing so will further the purposes of NEPA.<sup>46</sup> A supplemental EIS is prepared in the same way as a draft or final EIS, except that scoping is not required. If a supplement is prepared following a draft EIS, the final EIS will address both the draft EIS and supplemental EIS.

<sup>46</sup> CEQ NEPA Regulations, 40 C.F.R. § 1502.9(c).

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### *EPA's Review*

EPA plays a critical role in other agencies' NEPA processes. EPA is required to review and provide comments on the adequacy of the analysis and the impact to the environment.<sup>47</sup> EPA uses a rating system that summarizes its recommendations to the lead agency (see Appendix C). If EPA determines that the action is environmentally unsatisfactory, it is required by law to refer the matter to CEQ.

The Office of Federal Activities in EPA is the official recipient of all EISs prepared by Federal agencies, and publishes the notices of availability in the Federal Register for all draft, final, and supplemental EISs. The publication of these notices start the official clock for public review and comment periods and wait periods.<sup>48</sup> In addition to the Federal Register, the notices and summaries of the EPA comments are available at <http://www.epa.gov/compliance/nepa/eisdata.html>.

### **When and How to Get Involved**

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#### *It Depends on the Agency*

To determine the specific steps in the process where public involvement will be the most effective, it is very important to review the agency's NEPA implementing procedures. As previously mentioned, NEPA processes differ among agencies. For example, the Federal Highway Administration provides a 30 day comment period (with or without a public meeting) on all EAs that they develop before a FONSI is issued while some other agencies have no required comment periods for EAs.<sup>49</sup>

In addition, new legislation can change the way NEPA is implemented in agencies. For example, after the passage of the "Safe, Accountable, Flexible, Efficient Transportation Equity Act", which is transportation legislation that Congress passed in August 2005, the Department of Transportation updated its NEPA processes to implement the new transportation legislation. The Federal Highway Administration and Federal Transit Administration have kept websites up to date and are tracking the evolving guidance at <http://www.environment.fhwa.dot.gov/strmlng/index.asp> by clicking on "SAFETEA-LU."

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<sup>47</sup> Clean Air Act, 42 U.S.C. § 7609.

<sup>48</sup> CEQ NEPA Regulations, 40 C.F.R. § 1506.10.

<sup>49</sup> Federal Highway Administration NEPA Regulations, 23 C.F.R. § 771.119 (2005).

**Safe, Accountable, Flexible, Efficient  
Transportation Equity Act:  
A Legacy for Users  
(SAFETEA-LU), Public Law 109-59**

Congress included some modifications to the regular NEPA process for proposed actions that require preparation of EISs in SAFETEA-LU. For example, SAFETEA-LU requires the lead agency to provide an opportunity as early as practicable during the environmental review process for the public to weigh in on both defining the purpose and need for a proposal and determining the range of alternatives to be considered. Congress provided for a process whereby some states could assume responsibilities for all environmental compliance, including NEPA. Congress also established a 180 day statute of limitations for lawsuits challenging agency approvals of projects.

If you are involved or anticipate becoming involved in the NEPA process for a proposed highway or federal mass transit proposal, you should become familiar with the specific requirements of SAFETEA-LU for the NEPA process. One good way to do this is check information on the Federal Highway Administration's website at [www.fhwa.dot.gov/safetealuu](http://www.fhwa.dot.gov/safetealuu). By clicking on "Cross Reference" you will find both the requirements of the law and FHWA regulations and implementing guidance.

You should also be aware that in the context of highway planning, much work is done at a pre-NEPA stage through statewide, municipal, and rural planning processes. These processes often set the stage for the NEPA process and you should be aware of your opportunities to get involved at that earlier stage. You can learn more about these processes by going to the Federal Highway Administration's website listed above, or by obtaining a copy of "A Citizen's Guide to Transportation Decisionmaking", available at [www.fhwa.dot.gov/planning/citizen/index.htm](http://www.fhwa.dot.gov/planning/citizen/index.htm) or by writing to the Federal Highway Administration at 1200 New Jersey Avenue, S.E., HEPP-20, Washington, D.C. 20590, Attention: Transportation Planning Capacity Building Team; or calling 202 366-0106. Another publication that may be of assistance is "The Metropolitan Transportation Planning Process: Key Issues. A Briefing Notebook for Transportation Decisionmakers, Officials, and Staff." That publication is being updated to reflect the changes in the SAFETEA-LU law, and should be available through the same website and addresses above.

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### *Be Informed of Actions*

Sometimes citizens are generally interested in actions taking place in a particular area (for example, in your community or in an ecosystem or a facility that affects you). If this is the case, you can inform the appropriate agency or agencies that you would like to be notified of any proposed action or any environmental impact analysis that might be prepared in that area. In addition, many agencies now have websites where they post notices for actions they are proposing.

### *Active Involvement*

Being active in the NEPA process requires you to dedicate your resources to the effort. Environmental impact analyses can be technical and lengthy. Active involvement in the NEPA process requires a commitment of time and a willingness to share information with the decisionmaking agency and other citizens. You may participate as an individual, get involved by working with other interested individuals or organizations, or by working through your local, Tribal, or State government. For example, if an agency is taking an action for which your local, State or Tribal government has special expertise or approval authority, the appropriate State, local or Tribal agency can become a “cooperating agency” with the Federal agency.<sup>50</sup> This formal status does not increase their role in decisionmaking, but it does allow the governments to use their knowledge and authorities to help shape the federal decisionmaking.

Another way to participate is to check with local experts such as biologists or economists at a university to assist with your review of the NEPA analyses and documents. You can also form study groups to review environmental impact analyses and enlist experts to review your comments on the documents. There are many examples, such as the one in the following box, of situations where citizen groups have worked with agencies to develop an alternative to a proposal where the agency adopted that alternative.

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<sup>50</sup> CEQ NEPA Regulations, 40 C.F.R. §§ 1501.6, 1508.5.

### **Forest Service Herbicide Use in the Pacific Northwest**

In many cases, cooperation isn't the first experience that communities and agencies share with one another. In the case of aerial herbicide spraying by the Forest Service in the 1980's across Washington and Oregon, litigation gave way to collaboration that yielded a better decision for all parties.

At issue was the use of 2,4-D, a herbicide comprising half of the well known Agent Orange, which was being sprayed on large tracts of clear-cut forest in an effort to suppress competition with the replanted conifers from all other plants, including native trees and grasses. In 1984, as a result of a citizen lawsuit, a federal judge ordered the Forest Service to stop herbicide use until the agency addressed the problems associated with its use. The Forest Service decided to draft a new EIS for vegetation management and thereby opened the door for public involvement in their decision.

A coalition of tree planters, scientists, rural residents, and herbicide reform activists volunteered to work with the Forest Service to develop an alternative that didn't rely on herbicides for vegetation management. The group identified several simple alternatives such as planting two-year old trees rather than planting seedlings, because the trees are better able to deal with encroachment. Likewise, letting native red alders grow will actually benefit new conifer growth because the alders fix nitrogen in the soils. Much to the coalition's surprise the forest supervisor selected most of the "least-herbicide" approaches for implementation.

Through NEPA, citizens were able to educate and assist the decision-makers in developing their alternatives. Central to their approach was bringing to the table alternatives that met their goals of reducing herbicide use and the goals of the decision-maker to effectively manage vegetation.

Information taken from "Standing Up for This World" by Mary O'Brien in September/October 2004 issue of *Orion*, pages 56-64.

Your involvement in the NEPA process does not have to be confined to commenting on the analysis. If the agency adopts monitoring and mitigation in the ROD, upon request, it must make available to the public the results of relevant monitoring.<sup>51</sup> It must also, upon request,

<sup>51</sup> CEQ NEPA Regulations, 40 C.F.R. §1505.3(d).

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inform cooperating or commenting agencies on progress in carrying out mitigation measures which they have proposed and which were adopted by the agency making the decision.<sup>52</sup> Community groups can also be involved in monitoring.<sup>53</sup>

In summary, there are several opportunities to get involved in the NEPA process:

- ❖ when the agency prepares its NEPA procedures,
- ❖ prior to and during preparation of a NEPA analysis,
- ❖ when a NEPA document is published for public review and comment, and
- ❖ when monitoring the implementation of the proposed action and the effectiveness of any associated mitigation.

#### *Other Processes that Require Public Involvement*

When a proposed action is part of a permitting process there may also be opportunities to comment provided in the statute or regulations for that permitting process in addition to the NEPA public involvement opportunities discussed above. For example, public involvement is required by most Federal agency land use planning regulations. While this guide does not explore all of those additional possibilities for comment, the NEPA team working on a particular proposal will be familiar with the various comment periods and will be able to inform you of those opportunities. Note that the permitting and NEPA processes should be integrated or run concurrently in order to have an effective and efficient decisionmaking process.

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<sup>52</sup> CEQ NEPA Regulations, 40 C.F.R. §1505.3(c).

<sup>53</sup> See [www.malpaiborderlandsgroup.org/science.asp](http://www.malpaiborderlandsgroup.org/science.asp) for discussion of work undertaken by the Science Advisory Committee of the Malpai Borderlands Group in southeastern Arizona and southwestern New Mexico.

## Public Comment Periods

Agencies are required to make efforts to provide meaningful public involvement in their NEPA processes.<sup>54</sup> Citizens involved in the process should ensure that they know how agencies will inform the public that an action is proposed and the NEPA process is beginning (via Federal Register, newspapers, direct mailing, etc.); that certain documents are available; and that preliminary determinations have been made on the possible environmental effects of the proposal (e.g., what level of analysis the agency will initially undertake).

Agencies solicit different levels of involvement when they prepare an EA versus an EIS. In preparing an EIS, agencies are likely to have public meetings and are required to have a 45 day comment period after the draft EIS is made available. In the case of an agency preparing an EA, the CEQ regulations require the agency to involve the public to the extent practicable, but each agency has its own guidelines about how to involve the public for EAs. In any case, citizens are entitled to receive "environmental documents", such as EAs, involved in the NEPA process.<sup>55</sup>

In terms of a specific agency, required public comment periods associated with an EA or an EIS can be found in its NEPA implementing procedures. In some cases, the draft EIS that an agency prepares may be extremely long. In such cases, an agency may grant requests to extend the comment period to ensure enough time for the public and other agencies to review and comment.

Citizens who want to raise issues with the agency should do so at the earliest possible stage in the process. Agencies are much more likely to evaluate a new alternative or address a concern if it is raised in a timely manner. And the Supreme Court has held in two NEPA cases that if a person or organization expects courts to address an issue, such as evaluating a particular alternative, the issue must have been raised to the agency at a point in the administrative process when it can be meaningfully considered unless the issue involves a flaw in the agency's analysis that is so obvious that there is no need for a commentator to point it out specifically.

<sup>54</sup> CEQ NEPA Regulations, 40 C.F.R. §§ 1501.4(b), 1506.6(b).

<sup>55</sup> CEQ NEPA Regulations, 40 C.F.R. §§ 1506.6, 1508.10.

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### *How to Comment*

Comments may be the most important contribution from citizens. Accordingly, comments should be clear, concise, and relevant to the analysis of the proposed action. Take the time to organize thoughts and edit the document submitted.<sup>56</sup> As a general rule, the tone of the comments should be polite and respectful. Those reviewing comments are public servants tasked with a job, and they deserve the same respect and professional treatment that you and other citizens expect in return. Comments that are solution oriented and provide specific examples will be more effective than those that simply oppose the proposed project. Comments that contribute to developing alternatives that address the purpose and need for the action are also effective. They are particularly helpful early in the NEPA process and should be made, if at all possible, during scoping, to ensure that reasonable alternatives can be analyzed and considered early in the process.

In drafting comments, try to focus on the purpose and need of the proposed action, the proposed alternatives, the assessment of the environmental impacts of those alternatives, and the proposed mitigation. It also helps to be aware of what other types of issues the decisionmaker is considering in relationship to the proposed action.

Commenting is not a form of “voting” on an alternative. The number of negative comments an agency receives does not prevent an action from moving forward. Numerous comments that repeat the same basic message of support or opposition will typically be responded to collectively. In addition, general comments that state an action will have “significant environmental effects” will not help an agency make a better decision unless the relevant causes and environmental effects are explained.

Finally, remember that decisionmakers also receive other information and data such as operational and technical information related to implementing an action that they will have to consider when making a final decision.

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<sup>56</sup> There are many reference books for how to research issues, review documents, and write comments. One in particular is “The Art of Commenting” by Elizabeth Mullin from the Environmental Law Institute (Mullin, Elizabeth D. 2000. *t The Art of Commenting: How to Influence Environmental Decisionmaking with Effective Comments*. Environmental Law Institute. Washington, DC). Another useful reference for those involved in commenting on transportation projects is the American Association of State Highway and Transportation Official’s (AASHTO) Practitioner’s Handbook 05-Utilizing Community Advisory Committees for NEPA Studies, December, 2006, available at <http://environment.transportation.org> or available through AASHTO’s Center for Environmental Excellence by calling (202) 624-3635.

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## What If Involvement Isn't Going Well?

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For the purposes of this discussion, "not going well" means that you or your organization believes that the lead agency isn't giving the public sufficient opportunity to get involved or isn't using that involvement effectively. Perhaps you think that the agency should hold a public meeting, and it refuses to do so. Or you or your community or group has developed an alternative that you think meets the purpose and need of the proposed action and reflects the policies set forth in NEPA, but the agency says it won't analyze it in the NEPA document. Maybe you want an extension of the comment period because the document is very lengthy, and you simply need more time to review it. Or maybe you feel that communications between your organization and the lead agency have, for some reason, not been constructive.

The most appropriate steps to take if you find yourself in these kinds of situations always depend, of course, on the particular people, timing and proposal at hand. Nonetheless, here are some possible factors and courses of action to consider.

### *Don't Wait Too Long*

First, don't wait too long to raise your concerns; raise them as soon as practicable. If you just sit back and hope that things will get "better" or that your comments will have greater effect later, you may hear that "you should have raised this sooner." At times, waiting can be detrimental to you as well as to the rest of the public and the agency involved. For example, if you feel strongly that a particular alternative should be addressed and do not raise it during the scoping process, then it will not get the benefit of comparative analysis with the other alternatives. In addition, it could result in a more expensive and lengthy process (costing taxpayers, including yourself, more) if your delayed suggestion results in the agency deciding to issue a supplemental EIS analyzing that alternative. Or if you, or your organization, later go to court to argue that a certain alternative should have been analyzed in the NEPA document, the judge may find that the court won't consider that information because you should have raised your concern earlier during the NEPA process.

### *Contact the Agency*

Your first line of recourse should be with the individual that the agency has identified as being in charge of this particular process.

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See if you can sit down with him or her to discuss your concern(s). You may be pleasantly surprised at the response.

#### *Other Assistance*

If, for some reason, you believe that the process ahead may be particularly contentious or challenging, given a past history of community conflict or deeply divided interests, consider raising with the lead agency the possibility of designing a collaborative process with outside assistance.

One source of such assistance is the U.S. Institute for Environmental Conflict Resolution. Located in Tucson, Arizona, as part of the Morris K. Udall Foundation, the Institute is a Federal entity that offers neutral environmental conflict resolution design, facilitation, education, training, and mediation. Anyone, whether in or out of government, can call the Institute and ask to speak to a professional staff person to discuss the potential for the Institute's involvement in a proposed federal action. You might want to look at its website at [www.ecr.gov](http://www.ecr.gov) or contact the Institute to get a better sense of who they are and what they do.<sup>57</sup> There may also be an environmental conflict resolution office in your state that can provide assistance, and there are also many other individuals and organizations in the private sector that provide various types of conflict resolution services. The U.S. Institute also maintains a publicly accessible roster of environmental mediators and facilitators (available at [www.ecr.gov](http://www.ecr.gov) by clicking on "Resources").

#### *NEPA's Requirements*

Perhaps your concern involves understanding a legal requirement. There are, of course, many ways to obtain the advice of lawyers knowledgeable about the NEPA process: the lead agency, private attorneys, and public interest attorneys. Build your own understanding by reading information on the NEPA net website at <http://www.NEPA.gov>. You may also call the General Counsel's office or the Associate Director for NEPA Oversight at the Council on Environmental Quality for assistance in interpreting NEPA's legal requirements or for advice and assistance if you have tried to work with the lead agency but feel those efforts have been unsuccessful (see Appendix D for contact information).

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<sup>57</sup> The Institute can be contacted via mailing address: U.S. Institute for Environmental Conflict Resolution, 130 S. Scott Ave, Tucson, AZ 85701; phone: (520) 901-8501; or electronic mail: usiecr@ecr.gov. You might also be interested in reviewing the April 2005 report of the National Environmental Conflict Resolution Advisory Committee that discusses the linkages between NEPA's policies and environmental conflict resolution and is available at <http://www.ecr.gov> by clicking on "Resources" and "NEPA and ECR".

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### *Remedies Available*

Finally, of course, there are both administrative and judicial remedies available. A few Federal agencies, such as the Bureau of Land Management and the Forest Service, have an administrative appeals process. Each process is specific to that agency. If an appeal is available, you may find it beneficial to invoke it to try to resolve your concerns with the agency's decisions without the need for a legal challenge. Moreover, a statute or agency regulation may require you to exhaust such an appeal procedure before seeking judicial review. Citizens who believe that a Federal agency's actions violate NEPA may seek judicial review (after any required administrative appeals) in Federal court under the Administration Procedures Act. If you are represented by a lawyer, you should consult with him or her about appropriate options and about communicating with the Federal agencies.

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### Final Thoughts

This guide was developed to explain the National Environmental Policy Act (NEPA), how it is implemented, and how people outside the Federal government — individual citizens, private sector applicants, members of organized groups, or representatives of Tribal, State, or local government agencies — can better participate in the assessment of environmental impacts conducted by Federal agencies. To learn more about CEQ and NEPA, visit our web sites at <http://www.whitehouse.gov/ceq> and <http://www.nepa.gov> or contact the CEQ Associate Director for NEPA Oversight at (202) 395-5750. Your thoughts and comments on improving this Guide for future editions are always welcome and can be addressed to:

CEQ NEPA Citizens Guide  
722 Jackson Place, NW  
Washington, DC 20503

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## Appendix A

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### NEPAnet and How to Use It

**NEPAnet**  
<http://www.NEPA.gov>

NEPAnet is the Council on Environmental Quality's NEPA website which is supported by the Department of Energy. It contains a wealth of information related to NEPA as it has developed over the years in agencies and through the courts. Guidance as well as studies and reports from CEQ can be accessed from the site; and information on NEPA training can also be found.

Under the "National Environmental Policy Act (NEPA)" section there are several useful links including:

- ❖ The NEPA Statute
- ❖ Executive Orders
- ❖ CEQ Regulations for Implementing NEPA
- ❖ Individual Federal Agency Procedures for Implementing NEPA\*
- ❖ CEQ Guidance; topics include:
  - Environmental Conflict Resolution
  - Emergency Actions
  - Cumulative Effects Analysis
  - Cooperating Agencies

\* The agency implementing procedures can be accessed here and are mentioned throughout the Citizen's Guide as an important part of the process.

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- Purpose and Need
  - Forest Health Projects
  - Environmental Justice
  - Transboundary Impacts
  - Pollution Prevention
  - Scoping
  - Forty Most Asked Questions Concerning CEQ's NEPA Regulations
  - Wetlands
  - Prime Agricultural Land
  - Wild and Scenic Rivers
  - ❖ Federal Agency NEPA Web Sites
  - ❖ Federal NEPA Contacts
  - ❖ State Information
  - ❖ Tribal Information

The other sections provide information about:

- ❖ CEQ NEPA Studies
- ❖ CEQ NEPA Reports
- ❖ Environmental Impact Statements
- ❖ Environmental Impact Analysis
- ❖ Environmental Impact Assessment Professional Organizations
- ❖ International Environmental Impact Assessments
- ❖ NEPA Litigation
- ❖ NEPA Case law
- ❖ NEPA Training Information

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## Appendix B

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### The Federal Register and How to Use It

*<http://www.gpoaccess.gov/fr/index.html>*

The Federal Register is the official daily publication for rules, proposed rules, and notices of Federal agencies and organizations, as well as executive orders and other presidential documents. It is updated daily by 6 a.m. and is published Monday through Friday, except Federal holidays.

This is where you'll find notices from Federal agencies regarding their NEPA actions. Information on the availability of documents, schedule of meetings, and notices of intent to prepare EISs are also published in the Federal Register. In addition, EPA publishes a list of EISs that they have received from agencies each week, and a summary of ratings on EISs that they have reviewed.

The easiest way to pull up notices is to have as much information as possible. Key words such as the name of the agency, location of the action, date or date ranges of the publication are all helpful in the search.

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## Appendix C

### EPA's EIS Rating System

#### EPA's Environmental Impact Statement Rating System Criteria <http://www.epa.gov/compliance/nepa/comments/ratings.html>

This website includes information about EISs that have been filed with EPA, EISs that are available for public comment, and information about EPA's review and rating of individual EISs.

EPA has developed a set of criteria for rating draft EISs. The rating system provides a basis upon which EPA makes recommendations to the lead agency for improving the draft EIS.

- ❖ Rating the Environmental Impact of the Action
- ❖ Rating the Adequacy of the Draft Environmental Impact Statement (EIS)

#### Rating The Environmental Impact of The Action

- ❖ **LO (Lack of Objections):** The review has not identified any potential environmental impacts requiring substantive changes to the preferred alternative. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposed action.
- ❖ **EC (Environmental Concerns):** The review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact.

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❖ **EO (Environmental Objections):** The review has identified significant environmental impacts that should be avoided in order to adequately protect the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). The basis for environmental Objections can include situations:

1. Where an action might violate or be inconsistent with achievement or maintenance of a national environmental standard;
2. Where the Federal agency violates its own substantive environmental requirements that relate to EPA's areas of jurisdiction or expertise;
3. Where there is a violation of an EPA policy declaration;
4. Where there are no applicable standards or where applicable standards will not be violated but there is potential for significant environmental degradation that could be corrected by project modification or other feasible alternatives; or
5. Where proceeding with the proposed action would set a precedent for future actions that collectively could result in significant environmental impacts.

❖ **EU (Environmentally Unsatisfactory):** The review has identified adverse environmental impacts that are of sufficient magnitude that EPA believes the proposed action must not proceed as proposed. The basis for an environmentally unsatisfactory determination consists of identification of environmentally objectionable impacts as defined above and one or more of the following conditions:

1. The potential violation of or inconsistency with a national environmental standard is substantive and / or will occur on a long-term basis;
2. There are no applicable standards but the severity, duration, or geographical scope of the impacts associated with the proposed action warrant special attention; or

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3. The potential environmental impacts resulting from the proposed action are of national importance because of the threat to national environmental resources or to environmental policies.

### Rating The Adequacy of The Draft Environmental Impact Statement (EIS)

- ❖ **1 (Adequate):** The draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.
- ❖ **2 (Insufficient Information):** The draft EIS does not contain sufficient information to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analyzed in the draft EIS, which could reduce the environmental impacts of the proposal. The identified additional information, data, analyses, or discussion should be included in the final EIS.
- ❖ **3 (Inadequate):** The draft EIS does not adequately assess the potentially significant environmental impacts of the proposal, or the reviewer has identified new, reasonably available, alternatives that are outside of the spectrum of alternatives analyzed in the draft EIS, which should be analyzed in order to reduce the potentially significant environmental impacts. The identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. This rating indicates EPA's belief that the draft EIS does not meet the purposes of NEPA and/or the Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS.

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## Appendix D

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### Agency NEPA Contacts

*<http://www.NEPA.gov>  
<http://ceq.eh.doe.gov/nepa/contacts.cfm>*

The list of Federal NEPA Contacts is maintained on NEPAnet (*http://www.NEPA.gov*) under the heading "National Environmental Policy Act (NEPA)" and is periodically updated.

The complete list is available via the link entitled "Federal NEPA Contacts" or available directly at *http://ceq.eh.doe.gov/nepa/contacts.cfm*. If you do not have computer access, call CEQ at (202) 395-5750 for assistance.

The CEQ NEPA Contacts are:

Council on Environmental Quality  
722 Jackson Place, NW  
Washington, DC 20503  
Phone: 202-395-5750  
Fax: 202-456-6546

Mr. Horst Greczmiel, Associate Director for NEPA Oversight  
Ms. Dinah Bear, General Counsel  
Mr. Edward (Ted) Boling, Deputy General Counsel

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## Appendix E

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### Some Useful Definitions from the Council on Environmental Quality NEPA Implementing Regulations

Excerpts from 40 CFR part 1508  
*[http://ceq.eh.doe.gov/nepa/regs/ceq/toc\\_ceq.htm](http://ceq.eh.doe.gov/nepa/regs/ceq/toc_ceq.htm)*

#### **Section 1508.4 Categorical exclusion.**

“Categorical exclusion” means a category of actions which do not individually or cumulatively have a significant effect on the human environment and which have been found to have no such effect in procedures adopted by a Federal agency in implementation of these regulations (Sec. 1507.3) and for which, therefore, neither an environmental assessment nor an environmental impact statement is required. An agency may decide in its procedures or otherwise, to prepare environmental assessments for the reasons stated in Sec. 1508.9 even though it is not required to do so. Any procedures under this section shall provide for extraordinary circumstances in which a normally excluded action may have a significant environmental effect.

#### **Section 1508.5 Cooperating agency.**

“Cooperating agency” means any Federal agency other than a lead agency which has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposal (or a reasonable alternative) for legislation or other major Federal action significantly affecting the quality of the human environment. The selection and responsibilities of a cooperating agency are described in Sec. 1501.6. A State or local agency of similar qualifications or, when the effects are on a reservation, an Indian Tribe, may by agreement with the lead agency become a cooperating agency.

#### **Section 1508.7 Cumulative impact.**

“Cumulative impact” is the impact on the environment which results from the incremental impact of the action when added to other past,

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present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

#### **Section 1508.8 Effects.**

“Effects” include:

- (a) Direct effects, which are caused by the action and occur at the same time and place.
- (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

#### **Section 1508.9 Environmental assessment.**

“Environmental assessment”:

- (a) Means a concise public document for which a Federal agency is responsible that serves to:
  1. Briefly provide sufficient evidence and analysis for determining whether to prepare an environmental impact statement or a finding of no significant impact.
  2. Aid an agency's compliance with the Act when no environmental impact statement is necessary.
  3. Facilitate preparation of a statement when one is necessary.

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(b) Shall include brief discussions of the need for the proposal, of alternatives as required by section 102(2)(E), of the environmental impacts of the proposed action and alternatives, and a listing of agencies and persons consulted.

**Section 1508.11 Environmental impact statement.**

"Environmental impact statement" means a detailed written statement as required by section 102(2)(C) of the Act.

**Section 1508.12 Federal agency.**

"Federal agency" means all agencies of the Federal Government. It does not mean the Congress, the Judiciary, or the President, including the performance of staff functions for the President in his Executive Office. It also includes for purposes of these regulations States and units of general local government and Indian Tribes assuming NEPA responsibilities under section 104(h) of the Housing and Community Development Act of 1974.

**Section 1508.13 Finding of no significant impact.**

"Finding of no significant impact" means a document by a Federal agency briefly presenting the reasons why an action, not otherwise excluded (Sec. 1508.4), will not have a significant effect on the human environment and for which an environmental impact statement therefore will not be prepared. It shall include the environmental assessment or a summary of it and shall note any other environmental documents related to it (Sec. 1501.7(a)(5)). If the assessment is included, the finding need not repeat any of the discussion in the assessment but may incorporate it by reference.

**Section 1508.14 Human environment.**

"Human environment" shall be interpreted comprehensively to include the natural and physical environment and the relationship of people with that environment. (See the definition of "effects" (Sec. 1508.8).) This means that economic or social effects are not intended by themselves to require preparation of an environmental impact statement. When an environmental impact statement is prepared and economic or social and natural or physical environmental effects are interrelated, then the environmental impact statement will discuss all of these effects on the human environment.

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#### **Section 1508.16 Lead agency.**

“Lead agency” means the agency or agencies preparing or having taken primary responsibility for preparing the environmental impact statement.

#### **Section 1508.18 Major federal action.**

“Major federal action” includes actions with effects that may be major and which are potentially subject to federal control and responsibility. Major reinforces but does not have a meaning independent of significantly (Sec. 1508.27). Actions include the circumstance where the responsible officials fail to act and that failure to act is reviewable by courts or administrative tribunals under the Administrative Procedure Act or other applicable law as agency action.

(a) Actions include new and continuing activities, including projects and programs entirely or partly financed, assisted, conducted, regulated, or approved by Federal agencies; new or revised agency rules, regulations, plans, policies, or procedures; and legislative proposals (Secs. 1506.8, 1508.17). Actions do not include funding assistance solely in the form of general revenue sharing funds, distributed under the State and Local Fiscal Assistance Act of 1972, 31 U.S.C. 1221 et seq., with no Federal agency control over the subsequent use of such funds. Actions do not include bringing judicial or administrative civil or criminal enforcement actions.

(b) Federal actions tend to fall within one of the following categories:

1. Adoption of official policy, such as rules, regulations, and interpretations adopted pursuant to the Administrative Procedure Act, 5 U.S.C. 551 et seq.; treaties and international conventions or agreements; formal documents establishing an agency’s policies which will result in or substantially alter agency programs.
2. Adoption of formal plans, such as official documents prepared or approved by Federal agencies which guide or prescribe alternative uses of federal resources, upon which future agency actions will be based.

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3. Adoption of programs, such as a group of concerted actions to implement a specific policy or plan; systematic and connected agency decisions allocating agency resources to implement a specific statutory program or executive directive.
  4. Approval of specific projects, such as construction or management activities located in a defined geographic area. Projects include actions approved by permit or other regulatory decision as well as federal and federally assisted activities.

#### **Section 1508.20 Mitigation.**

“Mitigation” includes:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the affected environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

#### **Section 1508.22 Notice of intent.**

“Notice of intent” means a notice that an environmental impact statement will be prepared and considered. The notice shall briefly:

- (a) Describe the proposed action and possible alternatives.
- (b) Describe the agency’s proposed scoping process including whether, when, and where any scoping meeting will be held.
- (c) State the name and address of a person within the agency who can answer questions about the proposed action and the environmental impact statement.

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### **Section 1508.23 Proposal.**

"Proposal" exists at that stage in the development of an action when an agency subject to the Act has a goal and is actively preparing to make a decision on one or more alternative means of accomplishing that goal and the effects can be meaningfully evaluated. Preparation of an environmental impact statement on a proposal should be timed (Sec. 1502.5) so that the final statement may be completed in time for the statement to be included in any recommendation or report on the proposal. A proposal may exist in fact as well as by agency declaration that one exists.

### **Section 1508.25 Scope.**

"Scope" consists of the range of actions, alternatives, and impacts to be considered in an environmental impact statement. The scope of an individual statement may depend on its relationships to other statements (Secs. 1502.20 and 1508.28). To determine the scope of environmental impact statements, agencies shall consider 3 types of actions, 3 types of alternatives, and 3 types of impacts. They include:

- (a) Actions (other than unconnected single actions) which may be:
  - (1) Connected actions, which means that they are closely related and therefore should be discussed in the same impact statement. Actions are connected if they:
    - (i) Automatically trigger other actions which may require environmental impact statements.
    - (ii) Cannot or will not proceed unless other actions are taken previously or simultaneously.
    - (iii) Are interdependent parts of a larger action and depend on the larger action for their justification.
  - (2) Cumulative actions, which when viewed with other proposed actions have cumulatively significant impacts and should therefore be discussed in the same impact statement.
  - (3) Similar actions, which when viewed with other reasonably foreseeable or proposed agency actions, have similarities that provide a basis for evaluating their environmental consequences together, such as common timing or geography. An agency may

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wish to analyze these actions in the same impact statement. It should do so when the best way to assess adequately the combined impacts of similar actions or reasonable alternatives to such actions is to treat them in a single impact statement.

- (b) Alternatives, which include:
  - (1) No action alternative.
  - (2) Other reasonable courses of actions.
  - (3) Mitigation measures (not in the proposed action).
- (c) Impacts, which may be: (1) Direct; (2) indirect; (3) cumulative.

#### **Section 1508.27 Significantly.**

“Significantly” as used in NEPA requires considerations of both context and intensity:

- (a) Context. This means that the significance of an action must be analyzed in several contexts such as society as a whole (human, national), the affected region, the affected interests, and the locality. Significance varies with the setting of the proposed action. For instance, in the case of a site-specific action, significance would usually depend upon the effects in the locale rather than in the world as a whole. Both short- and long-term effects are relevant.
- (b) Intensity. This refers to the severity of impact. Responsible officials must bear in mind that more than one agency may make decisions about partial aspects of a major action. The following should be considered in evaluating intensity:
  - (1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
  - (2) The degree to which the proposed action affects public health or safety.
  - (3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park

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lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.

- (4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.
- (5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
- (6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.
- (7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
- (8) The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.
- (9) The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
- (10) Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.

#### **Section 1508.28 Tiering.**

"Tiering" refers to the coverage of general matters in broader environmental impact statements (such as national program or policy statements) with subsequent narrower statements or environmental analyses (such as regional or basinwide program statements or ultimately site-specific statements) incorporating by reference the

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general discussions and concentrating solely on the issues specific to the statement subsequently prepared. Tiering is appropriate when the sequence of statements or analyses is:

- (a) From a program, plan, or policy environmental impact statement to a program, plan, or policy statement or analysis of lesser scope or to a site-specific statement or analysis.
- (b) From an environmental impact statement on a specific action at an early stage (such as need and site selection) to a supplement (which is preferred) or a subsequent statement or analysis at a later stage (such as environmental mitigation). Tiering in such cases is appropriate when it helps the lead agency to focus on the issues which are ripe for decision and exclude from consideration issues already decided or not yet ripe.

## **Slide Presentations**

# The Changing Landscape of the US 281 Corridor



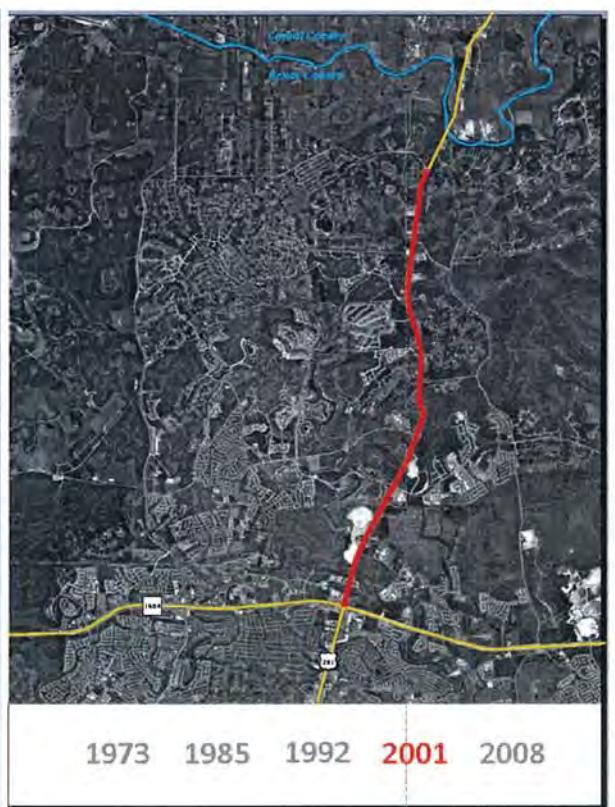
1973 1985 1992 2001 2008



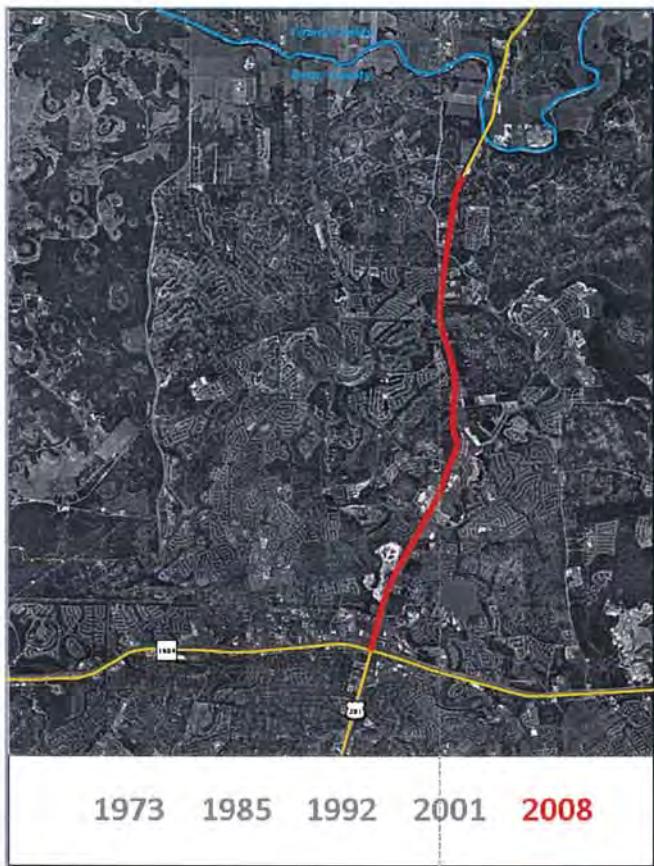
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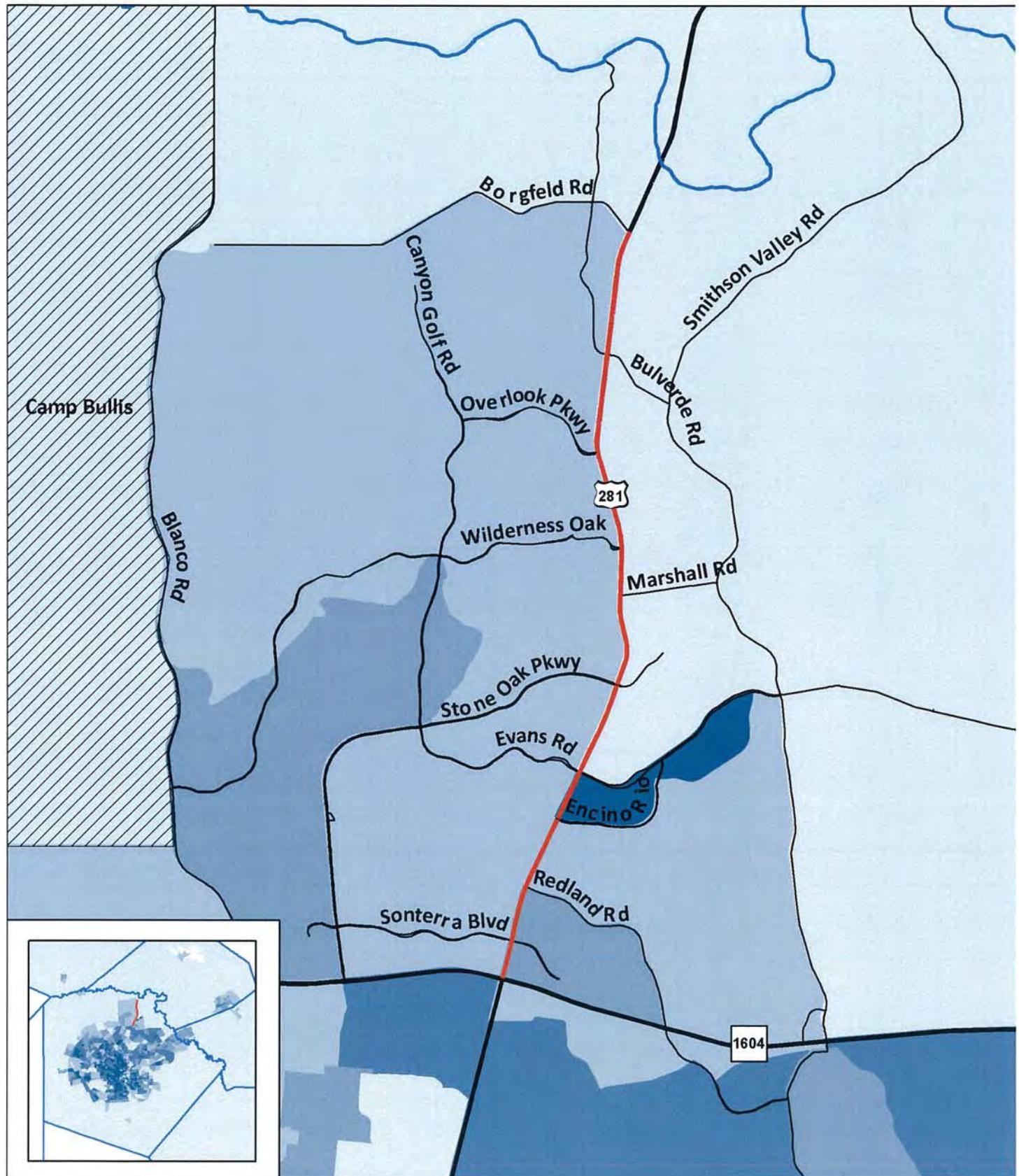
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1973 1985 1992 2001 2008



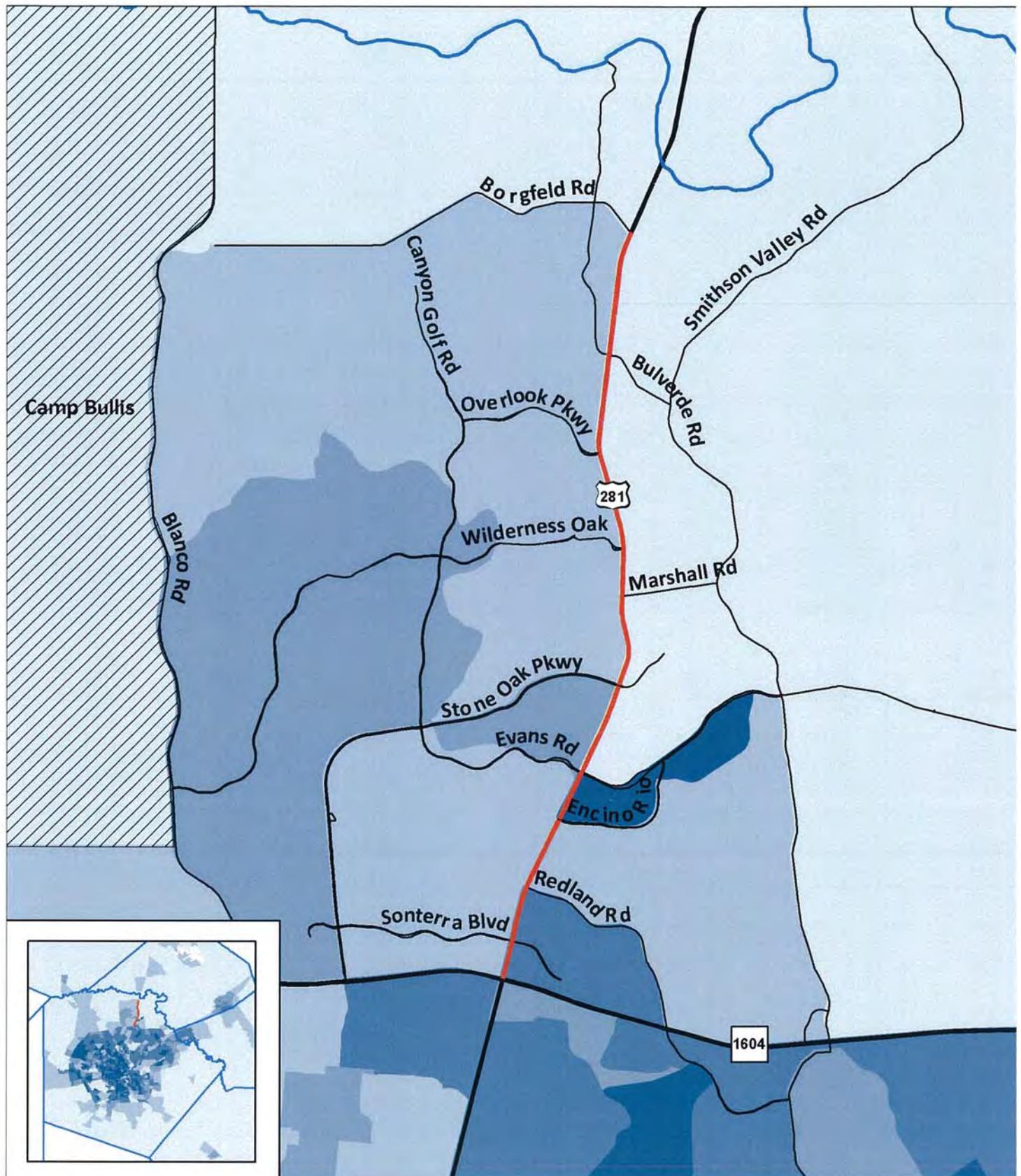
# **Population Density Along the US 281 Corridor & the Expected Future**



## 2005: People per Acre

Source: San Antonio – Bexar County Metropolitan Planning Organization



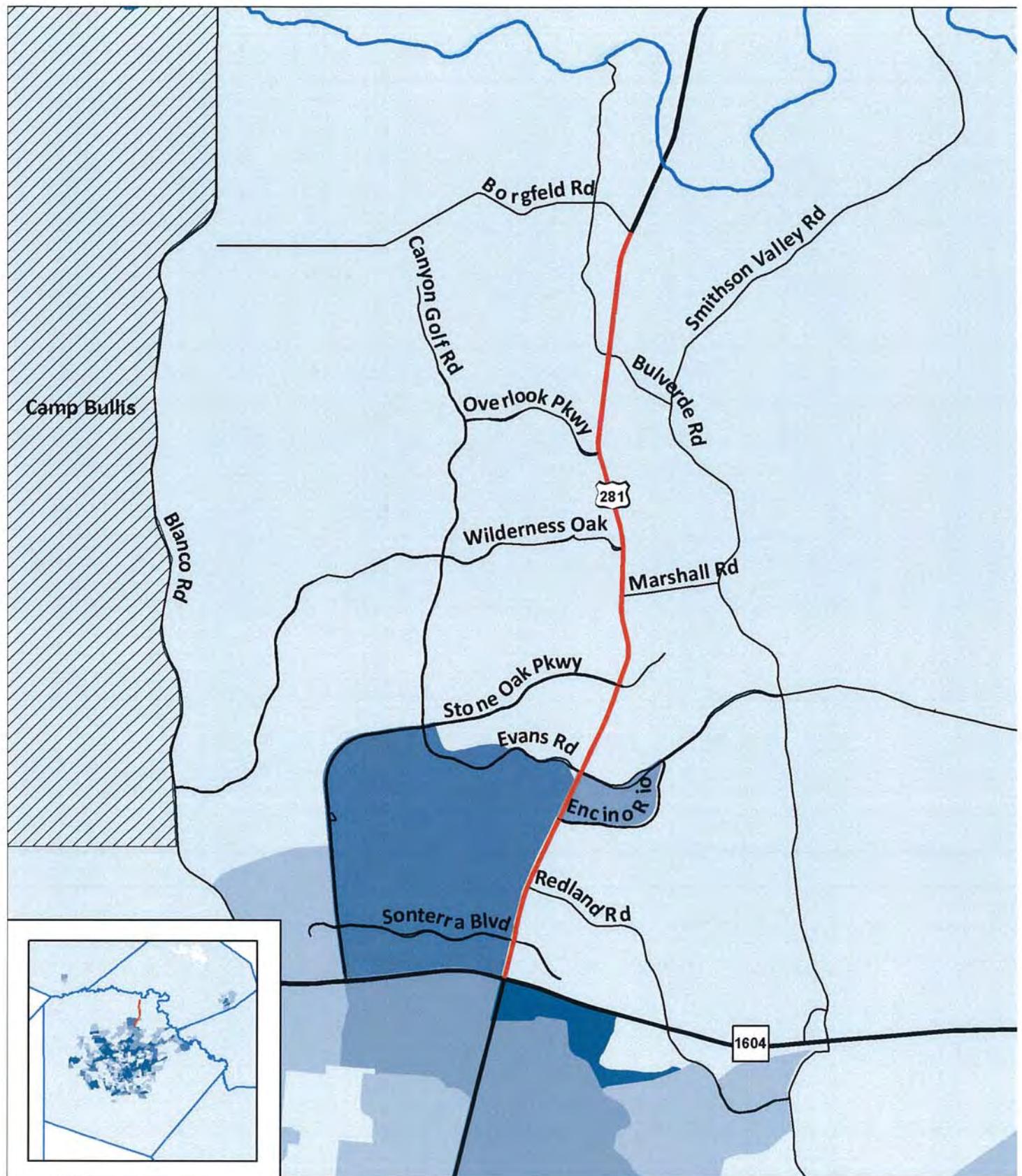


## 2035: People per Acre

Source: San Antonio – Bexar County Metropolitan Planning Organization



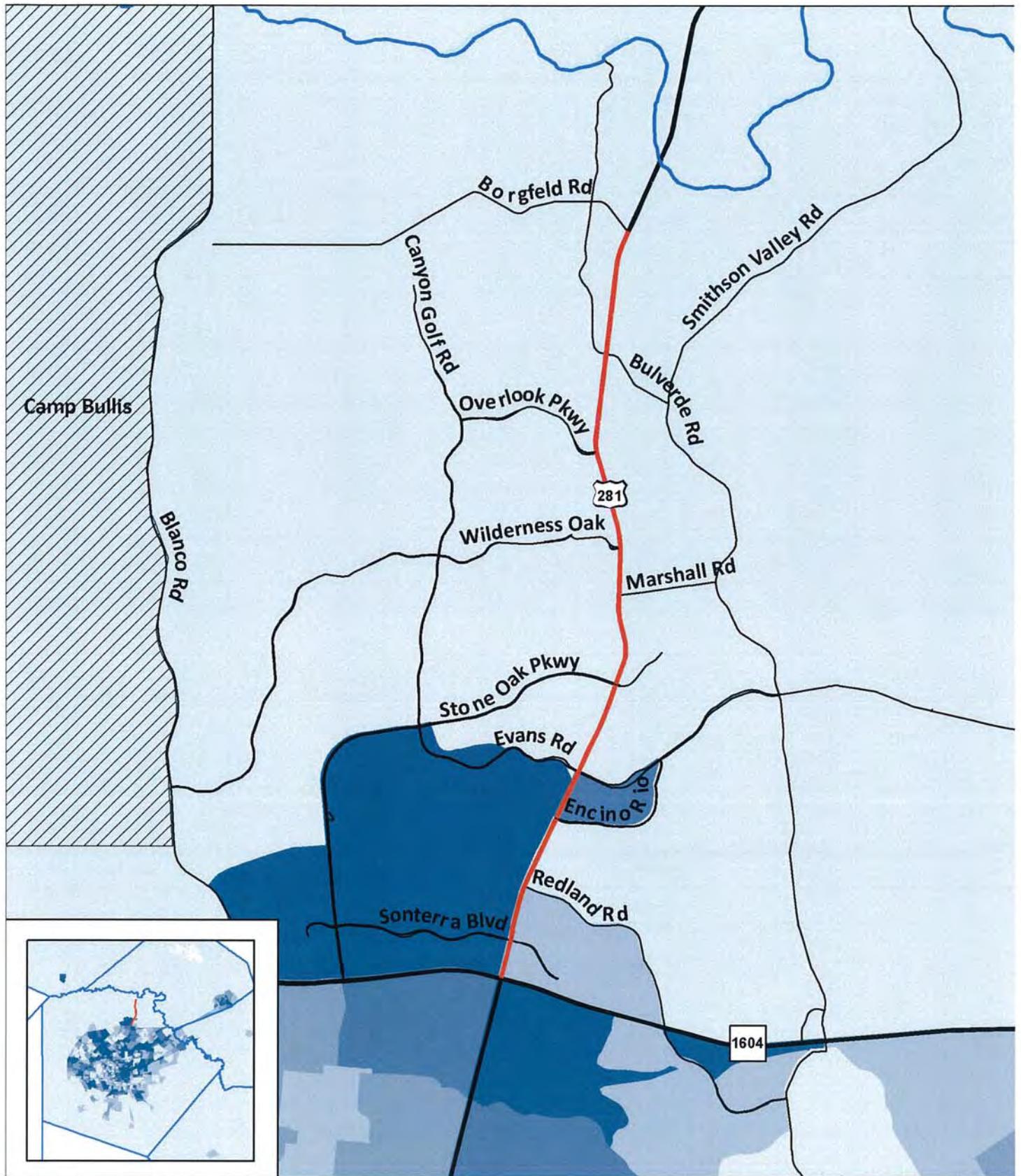
# **Employment Density Along the US 281 Corridor & the Expected Future**



## 2005: Employees per Acre

Source: San Antonio – Bexar County Metropolitan Planning Organization

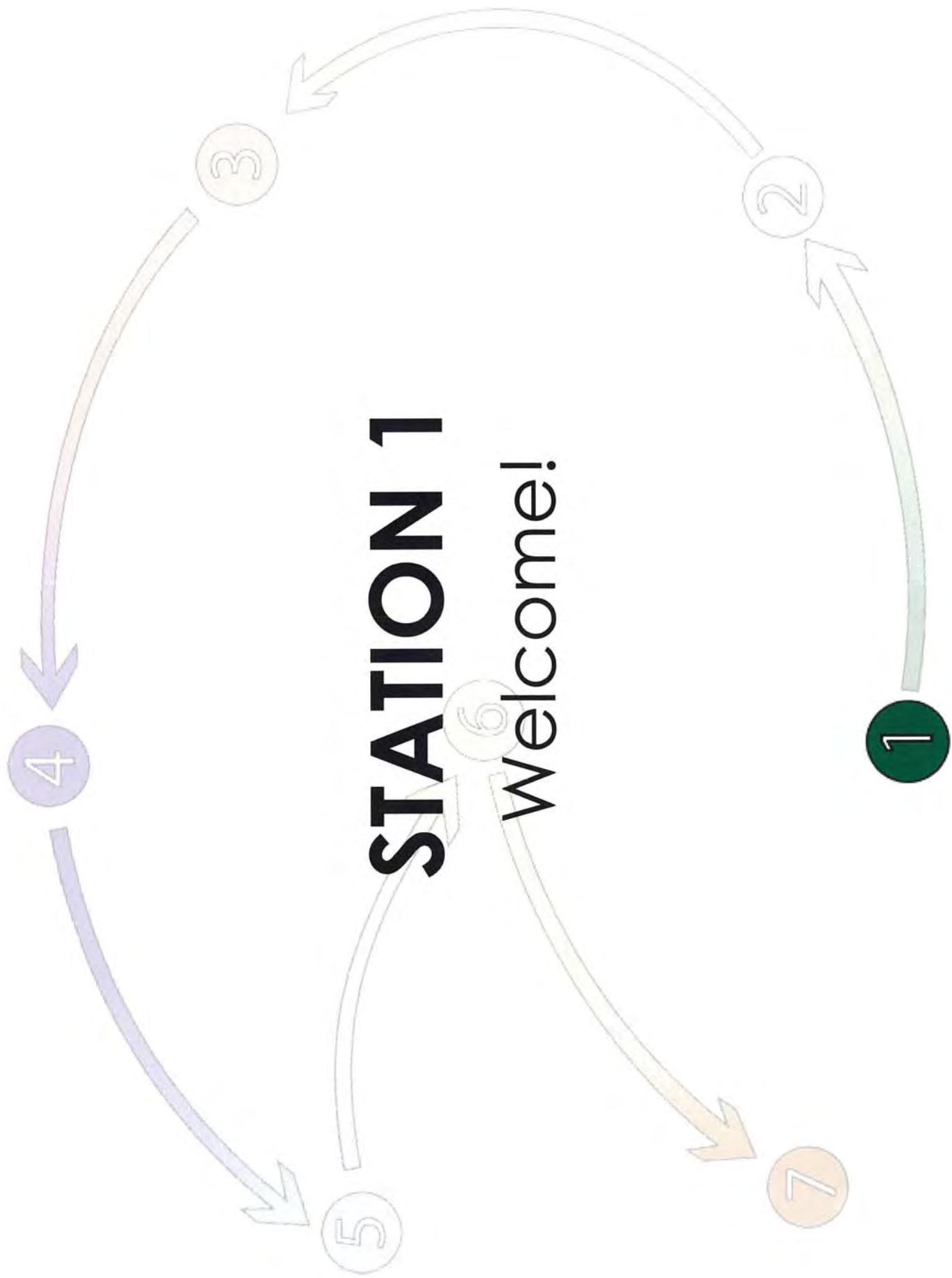
- Less than 1
- 1 - 2
- 2 - 3
- 3 - 4
- Greater than 4



## 2035: Employees per Acre

Source: San Antonio – Bexar County Metropolitan Planning Organization

Less than 1
1 - 2
2 - 3
3 - 4
Greater than 4



**Remember  
to pick up  
your  
information  
packet!**

**REGISTRATION AND  
INFORMATION**

**PLEASE SIGN-IN AT THE  
REGISTRATION TABLE**



**STATION 1**

**Talk to Sonia**

**Need Additional  
Help or Have a  
Question?**



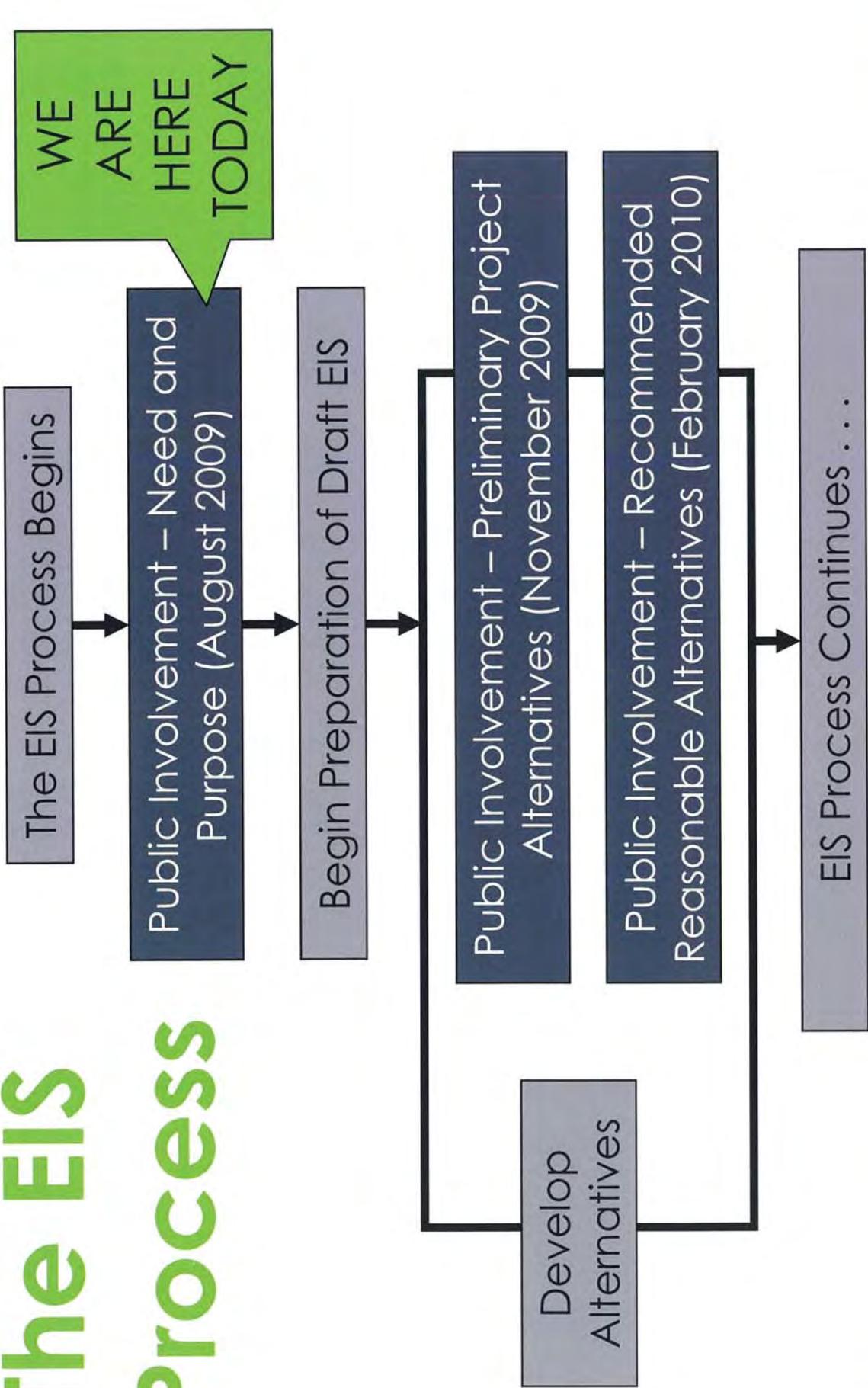
# STATION 2

What is an EIS?

What is NEPA?



# The EIS Process



STATION 2

# Want to know more?



## Ask Jess

STATION 2

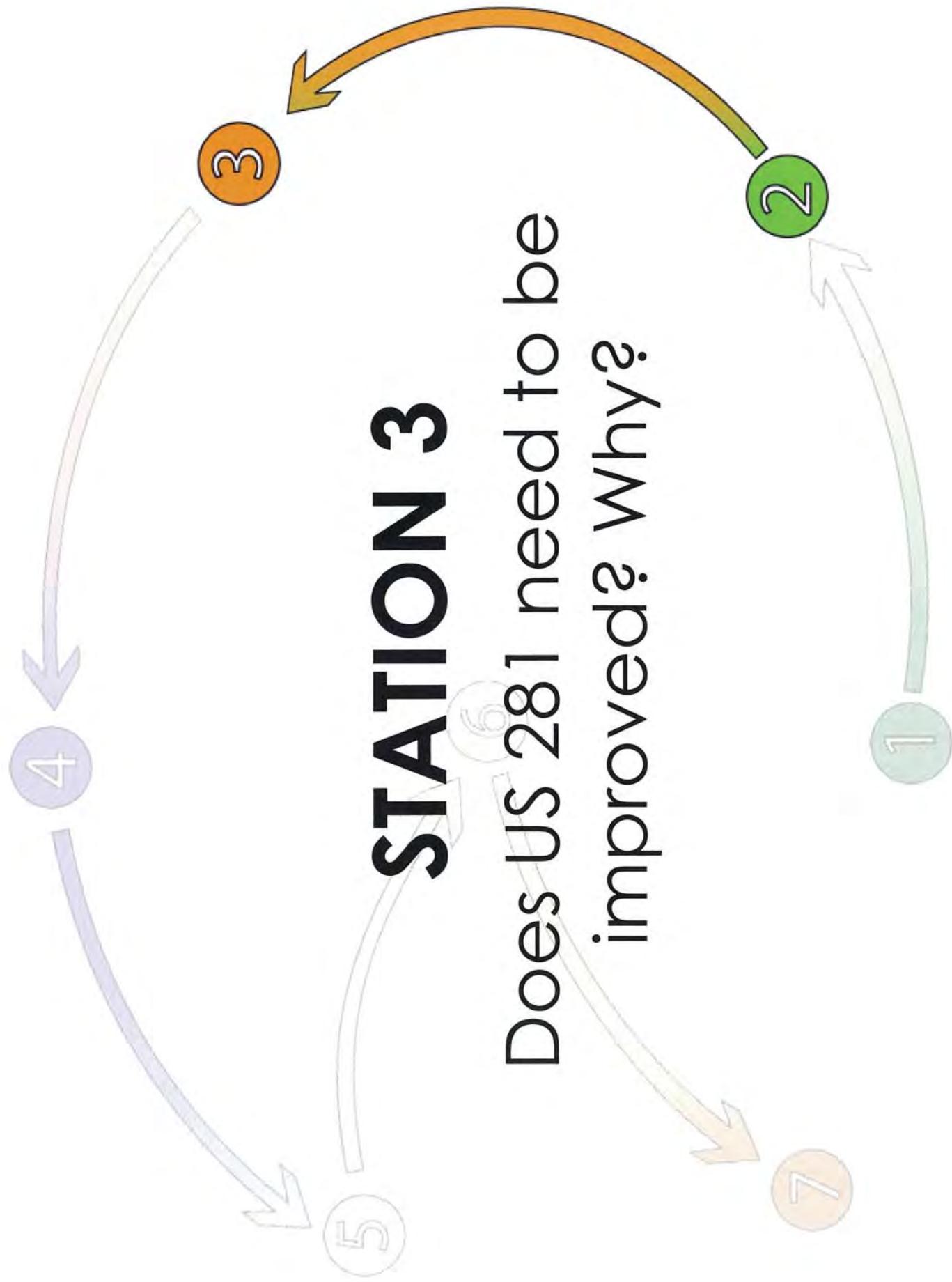
COUNCIL ON ENVIRONMENTAL QUALITY  
EXECUTIVE OFFICE OF THE PRESIDENT

## A Citizen's Guide to the NEPA

*Having Your  
Voice Heard*



DECEMBER 2007



# STATION 3

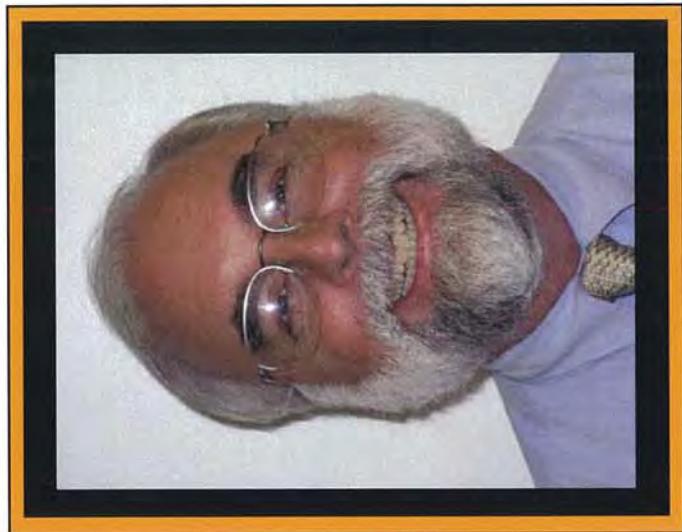
The **population** in the project area is estimated to double by **2035**

Recent land development trends have increased local traffic resulting in conflict between mobility and accessibility

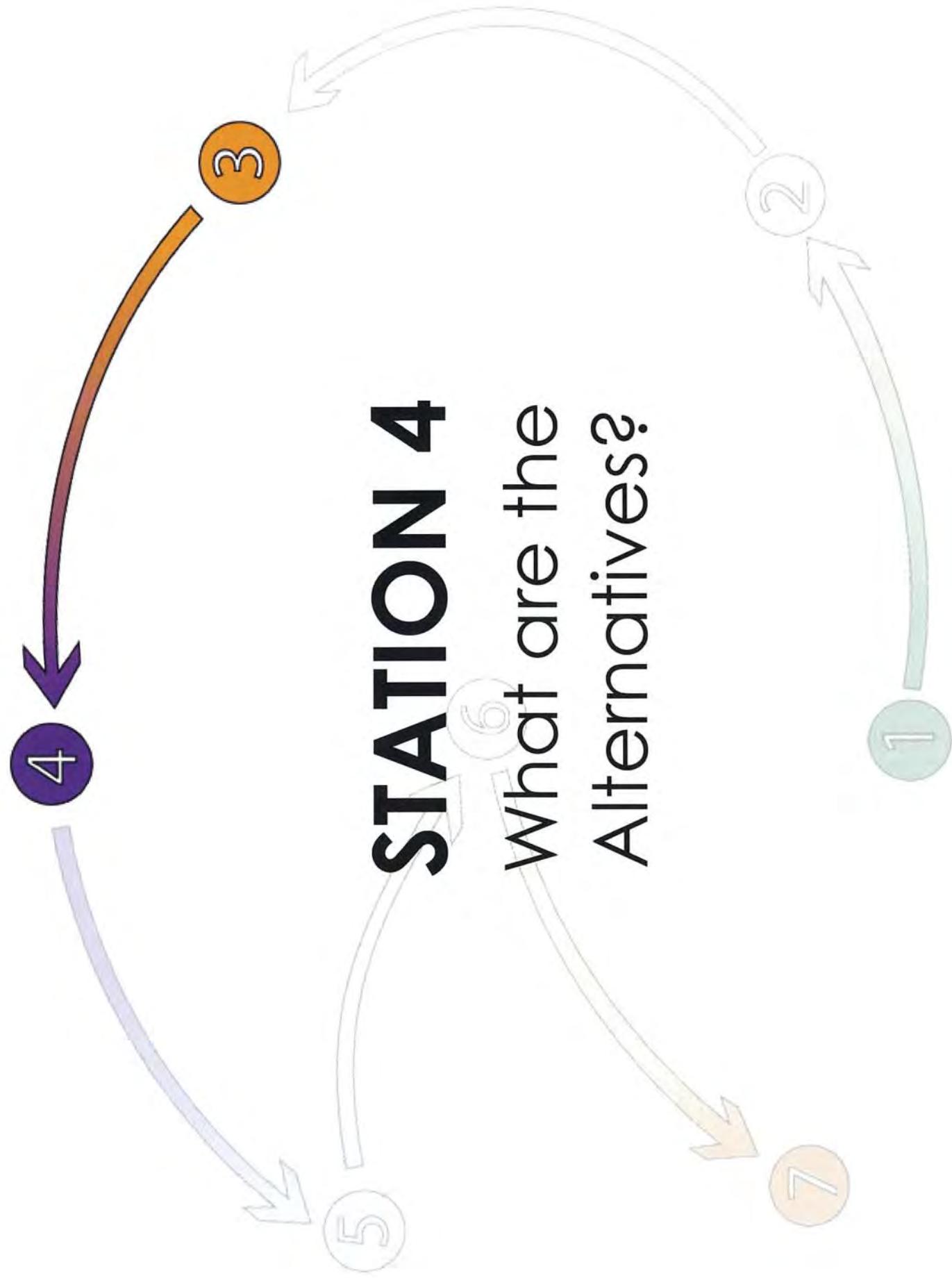
STATION 3



**Questions on  
improvement  
needs?**



**Talk to  
Michael**

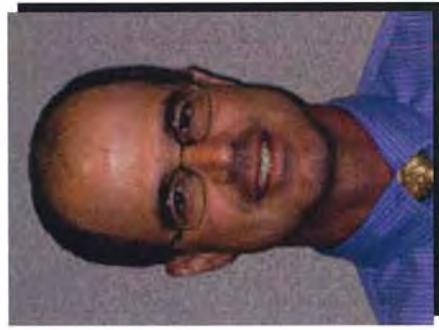




**What improvements do you want?**



**Want more  
Information on the  
Alternatives?**



**Talk to Brett or Marc**

# STATION 5

What issues should be considered?

4

5

7

1

2

3



# STATION 5

What factors will be  
considered as a part of the  
US 281 EIS?

# STATION 5

What do YOU think  
influences land  
development?

## Threatened and Endangered



## Species in the Area



# Low Impact Development



## Stormwater Management



## Sustainable Design



**Have more questions?  
Talk to:**



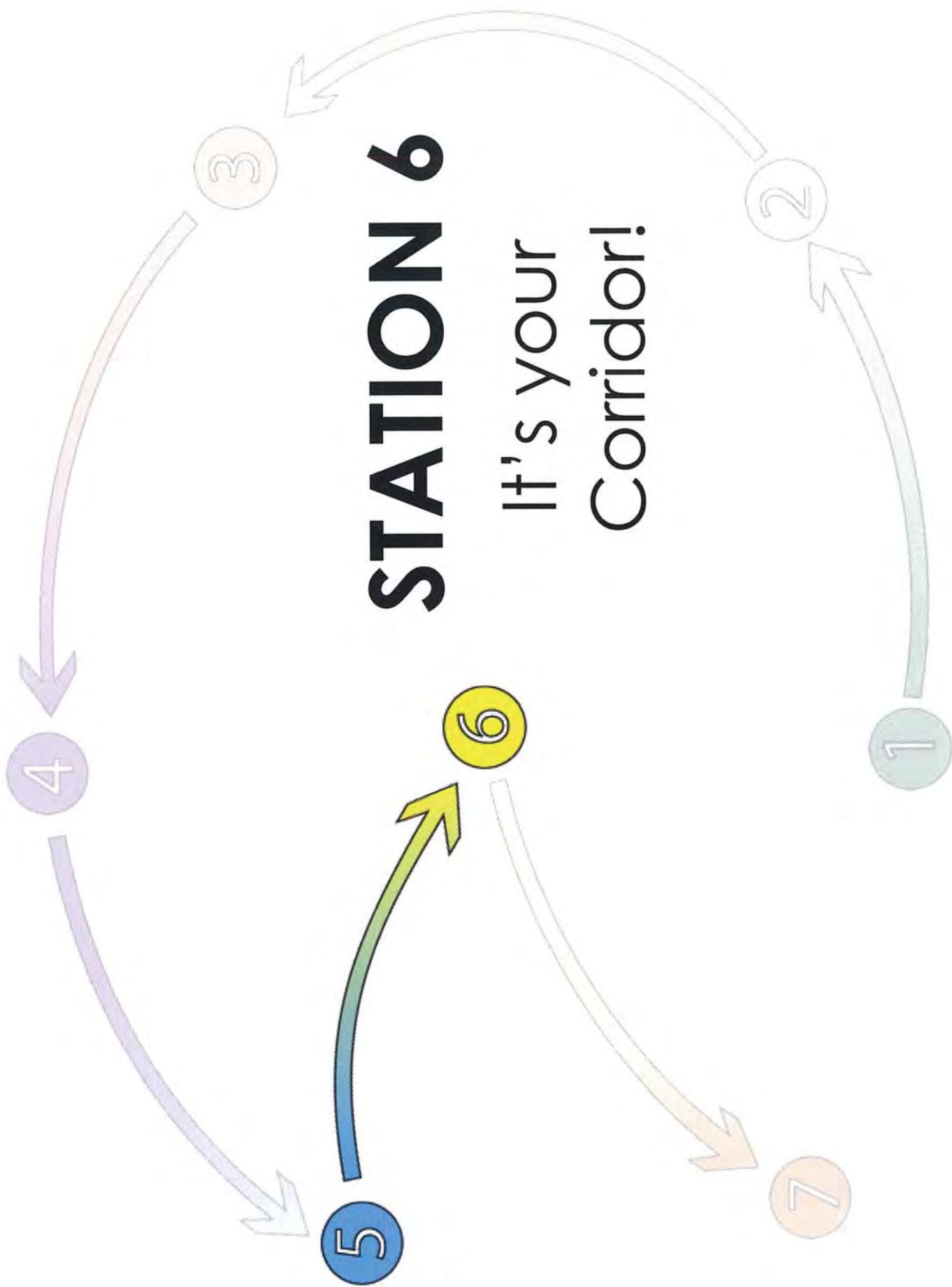
**Krista**



**Tom**

# STATION 6

It's your  
Corridor!



**Where do you live?**

**What areas interest you?**

**Where do you work?**



**STATION 6**

# STATION 7

What do you  
think?

4

6

7

5

1

2

3

We Need your  
Comments on:



- 1.Draft Coordination Plan
- 2.Need and Purpose
- 3.Range of Alternatives

# Ways to Comment:

- Fill out a **comment card**
- Give verbal comments to the  
**Court Reporter**
- Submit comments by **fax or email**
- **Mail written** comments

## Submit by September 8th!

**The 4-1-1 on 281**

**Thank You for Coming!**

**Additional information at:**

**<http://411on281.com/us281eis>**



**ALAMO RMA**

*Alamo Regional Mobility Authority*

*"Moving people faster"*

## **Exhibits**

# ***WELCOME!***

## **US 281 Environmental Impact Statement (EIS)**

### **PUBLIC SCOPING MEETING #1 OPEN HOUSE**

**5:30 P.M. – 8:00 P.M.  
THURSDAY AUGUST 27, 2009**



**ALAMO RMA**

Alamo Regional Mobility Authority

N-244

"Moving people faster."

# **REGISTRATION AND INFORMATION**

**- PLEASE SIGN IN -**

- Pick Up Your Information Packet
- Tour the Exhibits at your Own Pace
- Ask Questions and Share Your Thoughts
- Please Record Your Comments



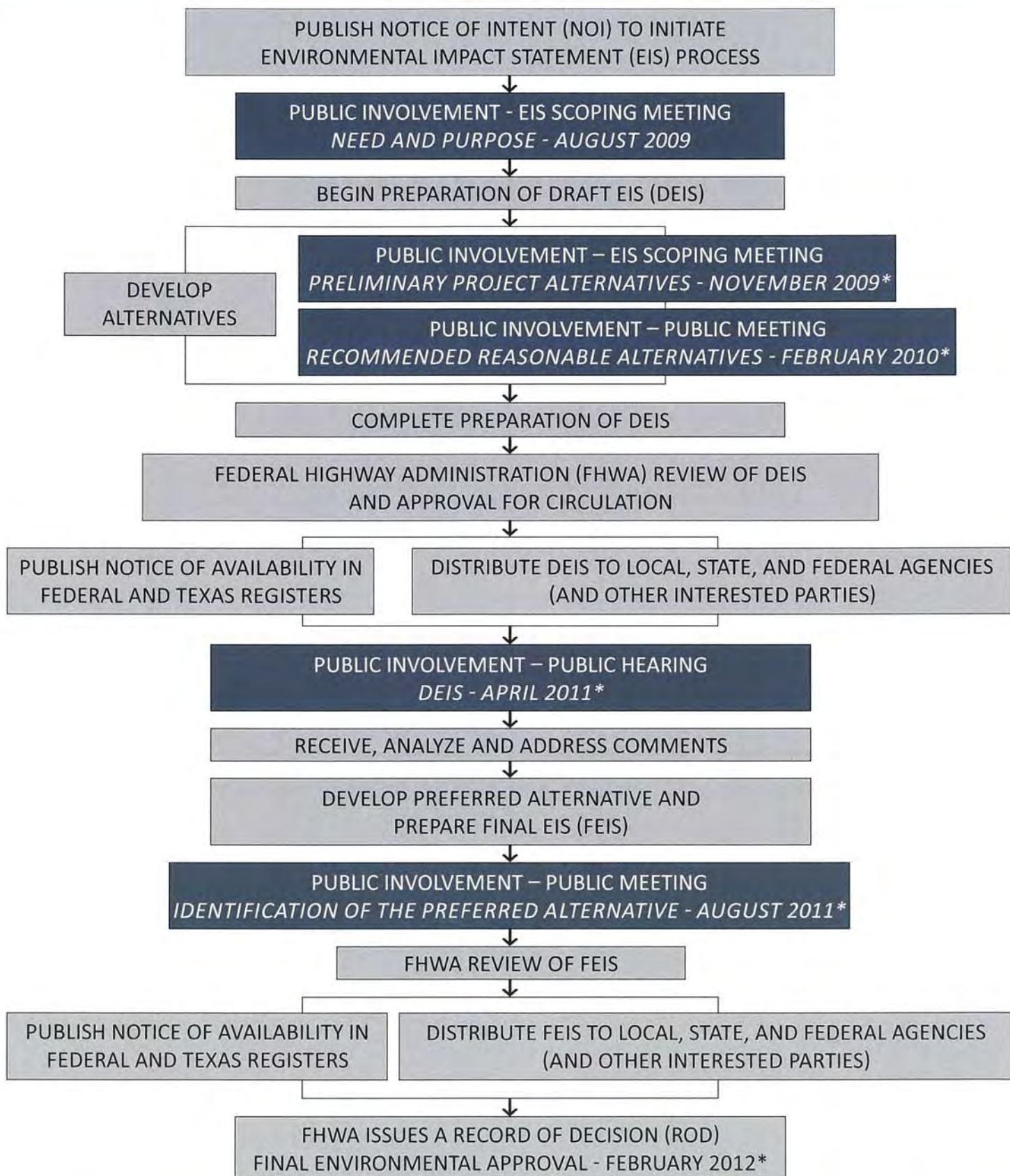
**ALAMO RMA**

Alamo Regional Mobility Authority

"Moving people faster"

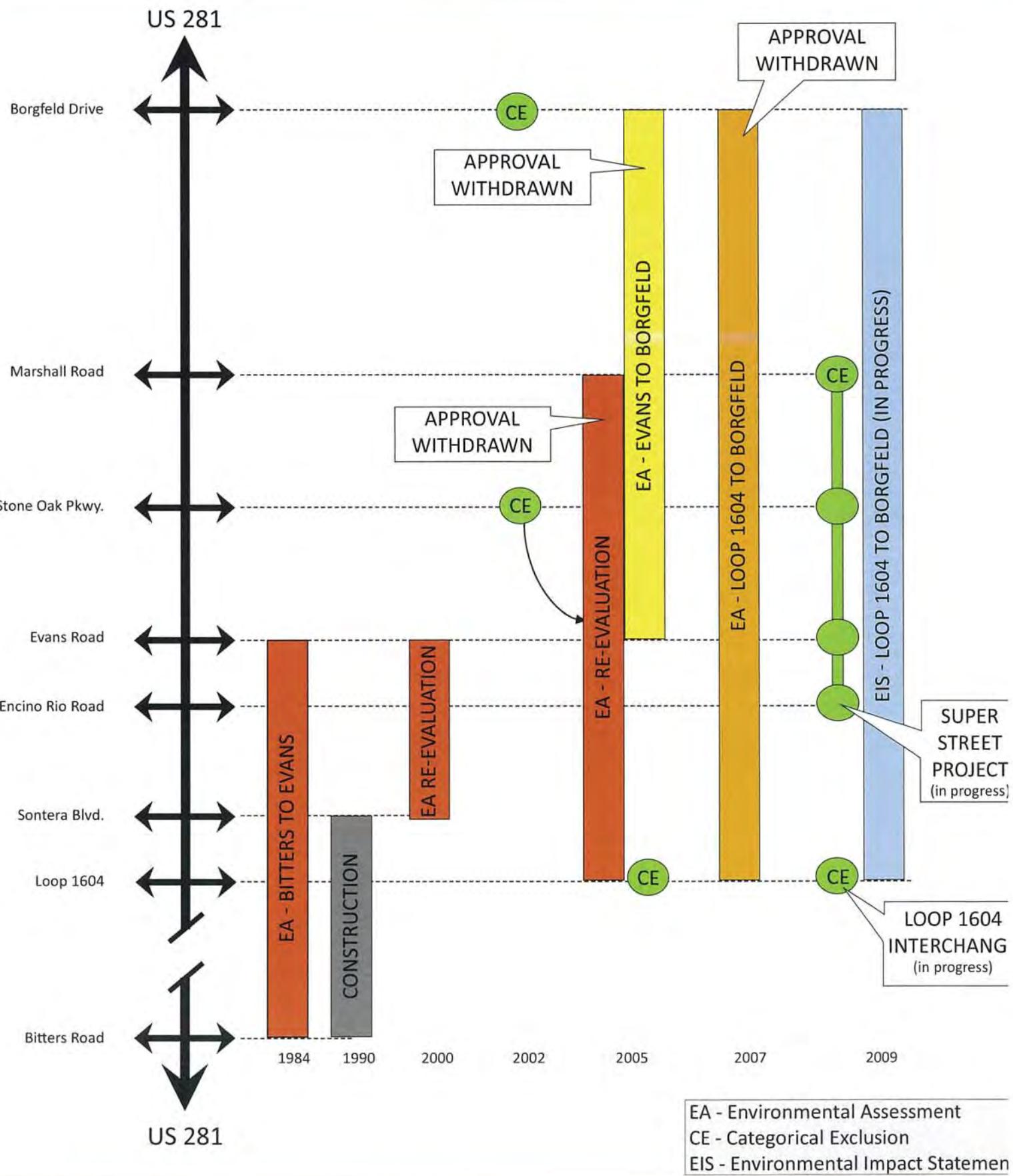
**N-245**

# ENVIRONMENTAL IMPACT STATEMENT PROCESS



\* Approximate Date

# HISTORY OF US 281 ENVIRONMENTAL DOCUMENTATION



## WHAT IS NEPA?

The National Environmental Policy Act (NEPA) requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Two major purposes of the environmental review process are *better informed decisions and citizen involvement* both of which should lead to implementation on NEPA's policies.

In 1969, the Congress declared "that it is the continuing policy of the Federal Government, in cooperation with the State and local governments, and other concerned public and private organizations, to use all practicable means and measures ...to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."

Excerpts from: *A Citizen's Guide to the NEPA*, December 2007

# WHAT IS NEPA?

## NEPA's National Objectives:

1. Fulfill the responsibilities of each generation as trustee of the environment for succeeding generations;
2. Assure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings;
3. Attain the widest range of beneficial uses of the environment without degradation, risk to health or safety, or other undesirable and unintended consequences;
4. Preserve important historic, cultural, and natural aspects of our national heritage, and maintain, wherever possible, an environment which supports diversity, and variety of individual choice;
5. Achieve a balance between population and resource use which will permit high standards of living and a wide sharing of life's amenities; and
6. Enhance the quality of renewable resources and approach the maximum attainable recycling of depletable resources.

The Congress recognizes that each person should enjoy a *healthful environment* and that each person has a responsibility to contribute to the preservation and enhancement of the environment.

A Federal agency must prepare an EIS if it is proposing a major federal action significantly affecting the quality of the human environment.

Excerpts from: *A Citizen's Guide to the NEPA*, December 2007



## *AGENCIES INVOLVED IN THE EIS PROCESS*

### **LEAD AGENCIES:**

- Federal Highway Administration
- Texas Department of Transportation
  - Environmental Affairs Division
- Alamo Regional Mobility Authority

### **INVITED COOPERATING & PARTICIPATING AGENCIES:**

- U.S. Army Corps of Engineers
- U.S. Department of Agriculture,  
Natural Resources Conservation  
Services
- U.S. Environmental Protection  
Agency
- U.S. Fish and Wildlife
- U.S. Department of the Interior
- Native American Tribes (multiple)
- Texas Historical Commission
- Texas Parks and Wildlife  
Department
- Texas Commission on  
Environmental Quality
- Bexar County
- City of San Antonio
- Comal County
- City of Bulverde
- Edwards Aquifer Authority
- San Antonio Water System
- San Antonio River Authority
- San Antonio-Bexar County  
Metropolitan Planning Organization
- VIA Metropolitan Transit
- Alamo Area Council of  
Governments
- Bexar Metropolitan Water District



## **WHAT IS A NEED AND PURPOSE STATEMENT?**

The Need and Purpose Statement explains why an action is necessary and what purpose the action will serve. The Statement serves as the basis for identifying and evaluating preliminary alternatives that meet the need and purpose.

Excerpts from: *A Citizen's Guide to the NEPA*, December 2007

## **PRELIMINARY NEED AND PURPOSE:**

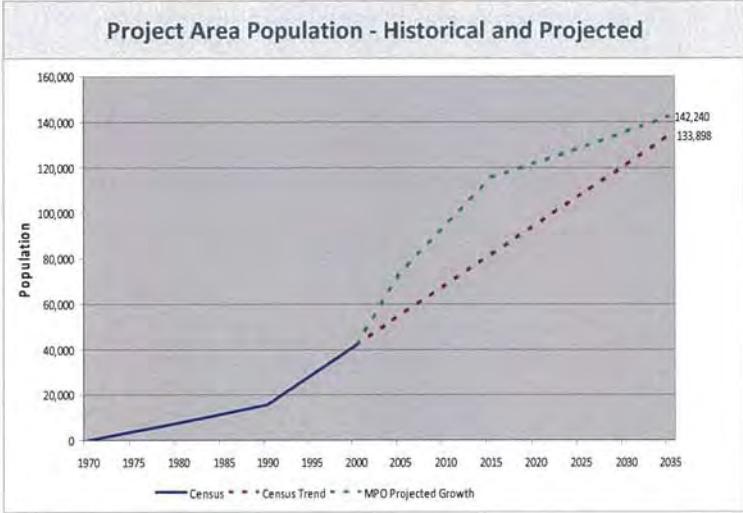
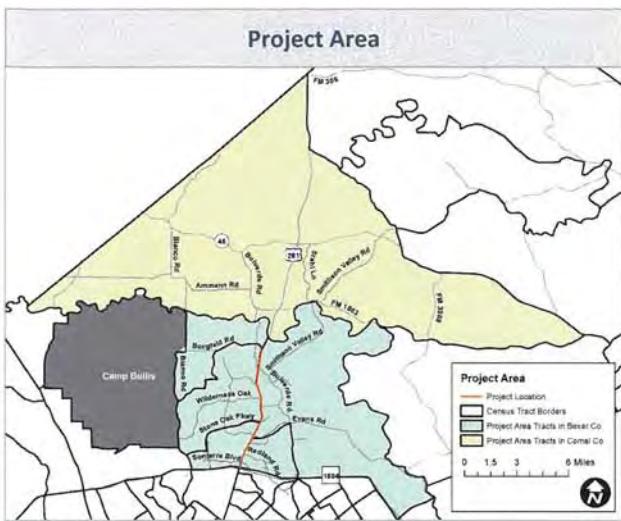
***GROWTH***

***SAFETY***

***FUNCTIONALITY***

***QUALITY OF LIFE***

# GROWTH



Source: US Census Bureau, 1970, 1980, 1990 & 2000 & San Antonio-Bexar County Metropolitan Planning Organization, as of June 2009

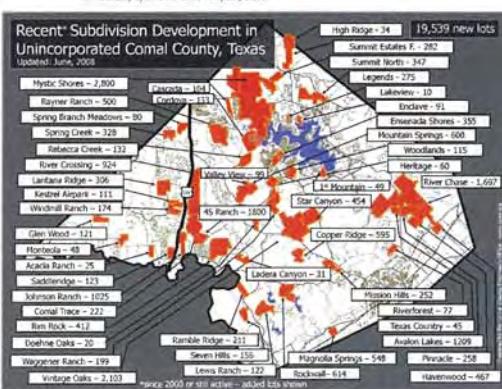
**The population in the project area is estimated to more than double by the year 2035**



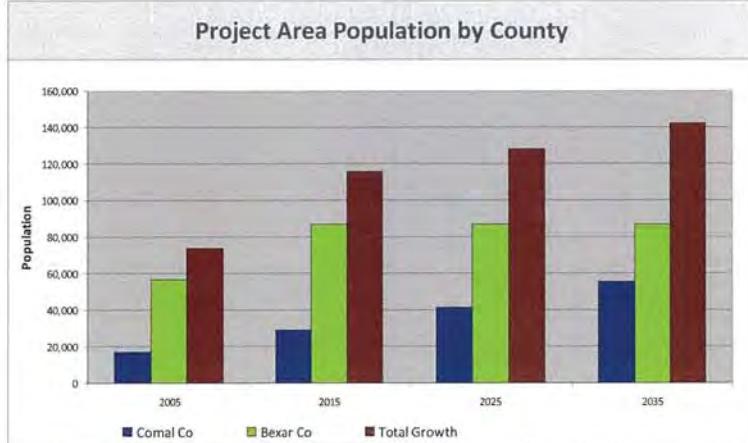
Growth of Residential Development Along US 281		
	Number of New Lots * (Annual)	% Change
Comal County		
2004	3,301	
2008	9,602	
2004 to 2008 – Comal County		190.9%
Bexar County		
2004	4,036	
2006	5,092	
2004 to 2006 – Bexar County		26.1%

\* Lots in Bexar County assume 2.19 lots per acre  
Source: City of San Antonio, as of 2006 & Comal County Engineer's Office, as of June 2008

Historical Population Growth – US Census	
1990 – 2000	110.2%
Comal County	208.6%
1990 – 2000	169.5%
Total Growth	
MPO Projected Growth	
2000 – 2035	328.4%
Comal County	200.5%
2000 – 2035	240.1%
Total Growth	



Source: Comal County Engineer's Office, as of June 2008

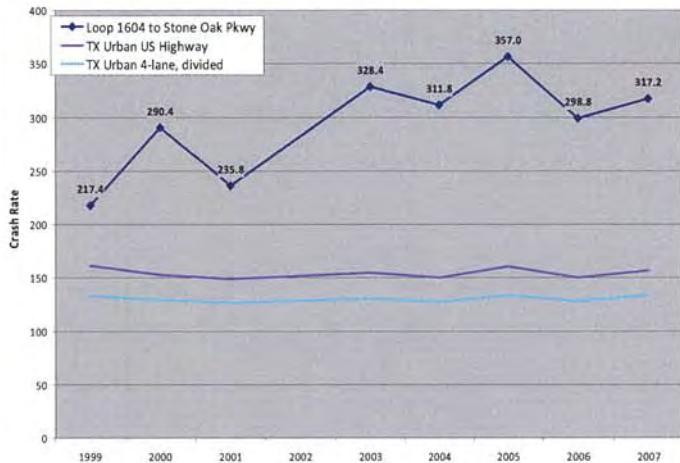


Source: US Census Bureau, 1970, 1980, 1990 & 2000 & San Antonio-Bexar County Metropolitan Planning Organization, as of June 2009

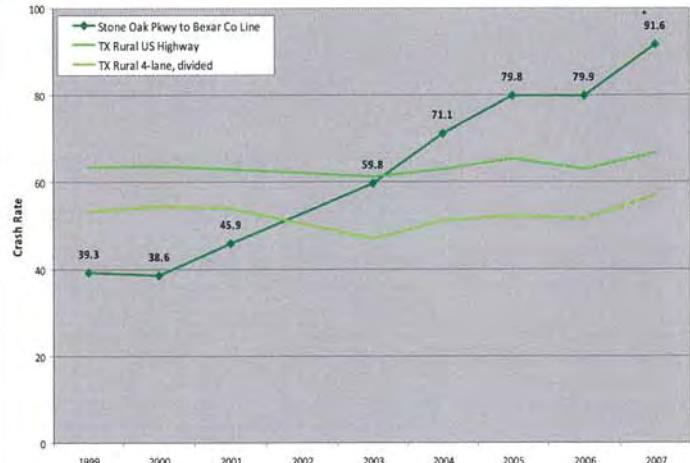
**More than half of the growth by 2035 is expected to be in Comal County**

# SAFETY

## Urban - Crashes per 100 Million Vehicle Miles Traveled



## Rural - Crashes per 100 Million Vehicle Miles Traveled

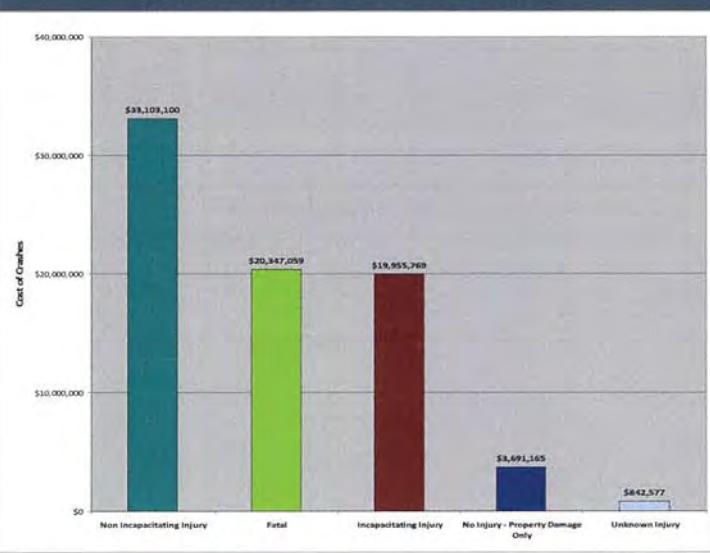


Source: Traffic Operations Division, Texas Department of Transportation, as of June 2009

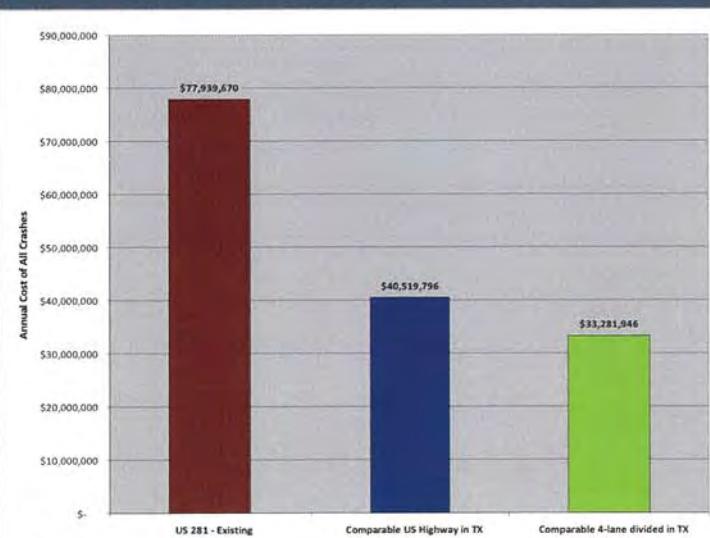
Source: Traffic Operations Division, Texas Department of Transportation, as of June 2009

**The crash rate on US 281 is substantially higher than the Statewide average**

## Total Cost of Crashes – 2003 to 2007



## US 281 Crash Cost Comparison – 2003 to 2007



Source: Texas Department of Transportation, as of June 2009 and American Association of State Highway and Transportation Officials, as of 2006

Source: Texas Department of Transportation, as of June 2009 and American Association of State Highway and Transportation Officials, as of 2006

**The cost of crashes on US 281 was almost twice as much as an average US Highway in Texas**



# FUNCTIONALITY

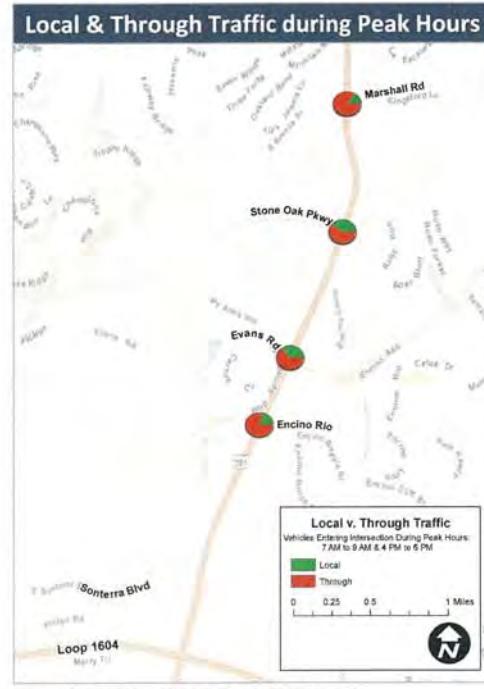
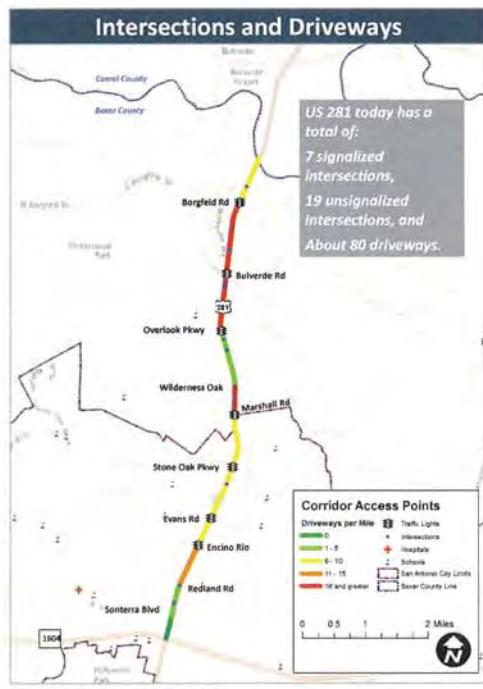
Roadway Class and Function		
Functional Class	Proportion of Service	Example
Freeways & Arterial Roadways	Mobility (Serving through traffic)	US 281
Collector Streets		Borgfeld Rd / Encino Rio
Local Streets	Accessibility (Serving local traffic)	Streets most people live on

Source: FHWA Highway Capacity Manual, 2000

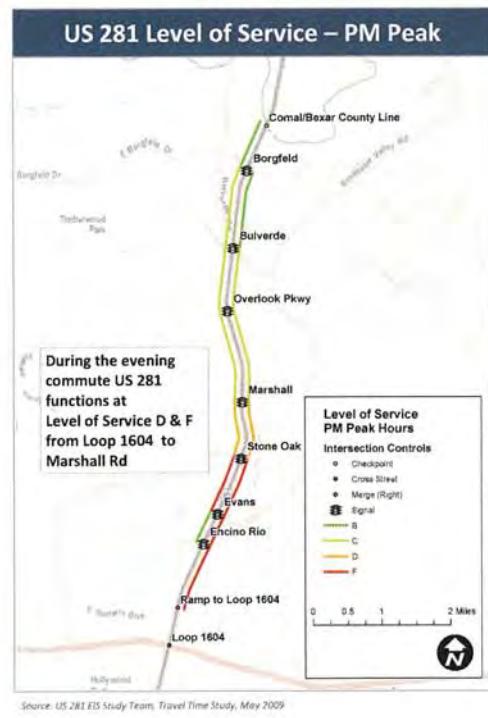
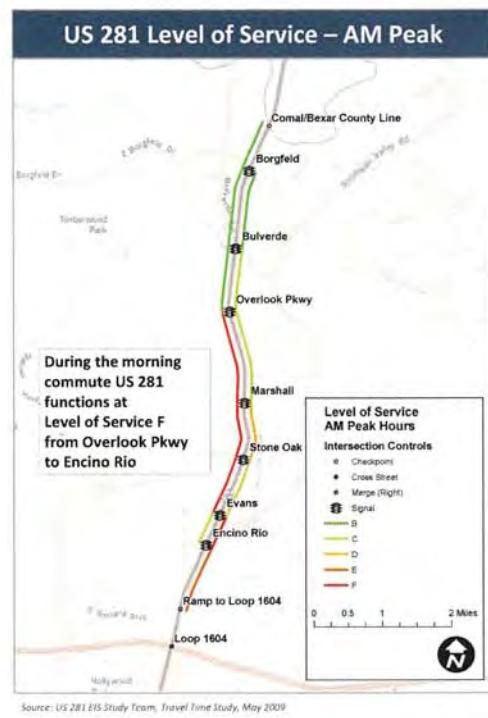
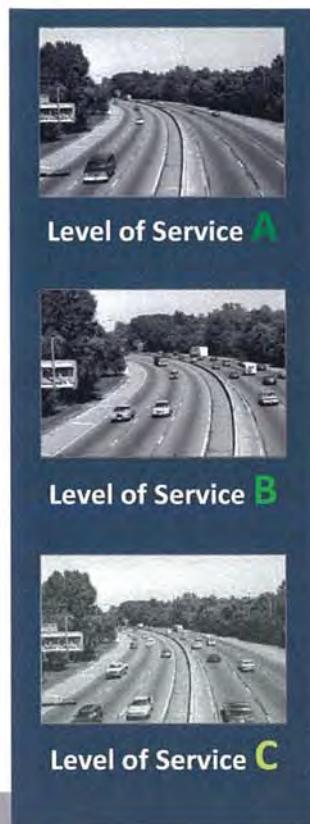


Source: Texas Department of Transportation, Statewide Planning Map, 2009

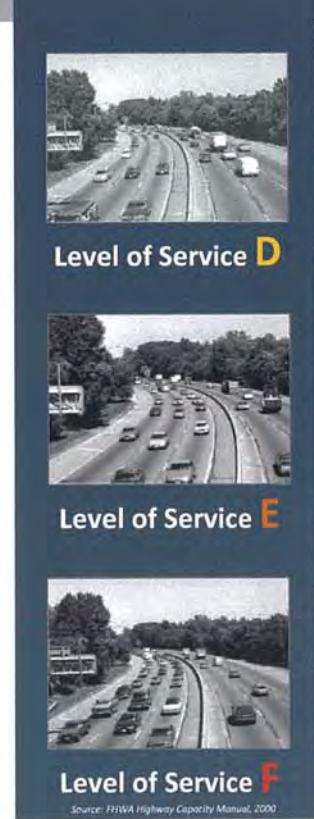
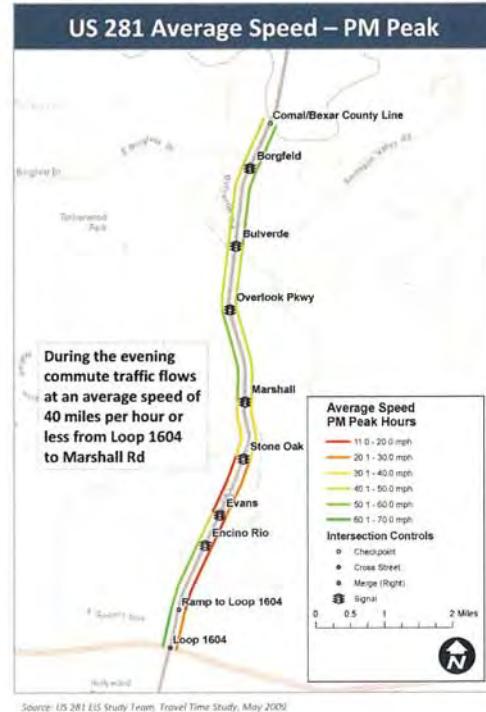
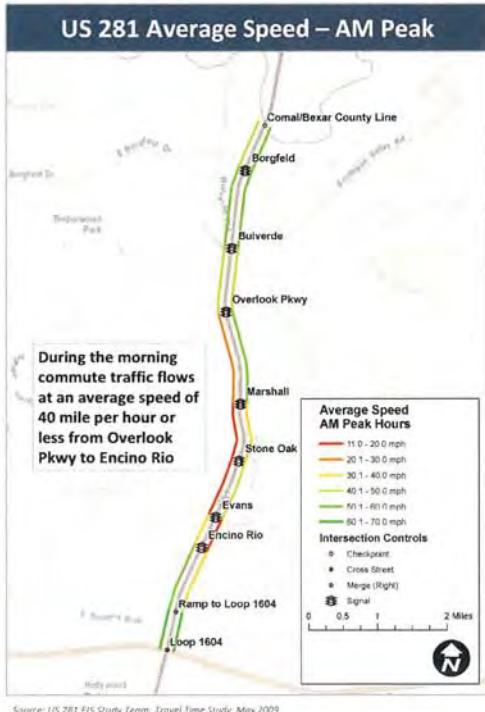
**US 281 is classified as an arterial roadway to provide mobility through the corridor. However, recent land development trends have increased local traffic resulting in a conflict between mobility and accessibility.**



# FUNCTIONALITY



**During Peak Hours US 281 experiences diminished Level of Service and slow Average Speed**



# QUALITY OF LIFE

*The annual hours of delay on US 281 and the cost of congestion are expected to increase 172% from 2006 to 2014*

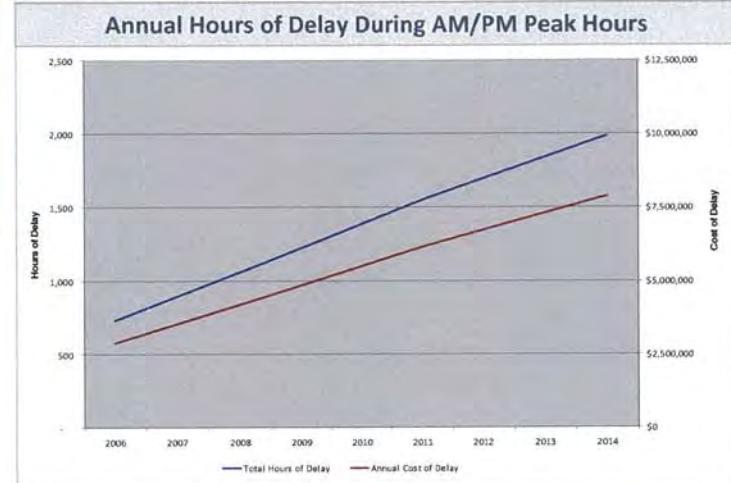
US 281 at 11:30 am on June 12, 2009



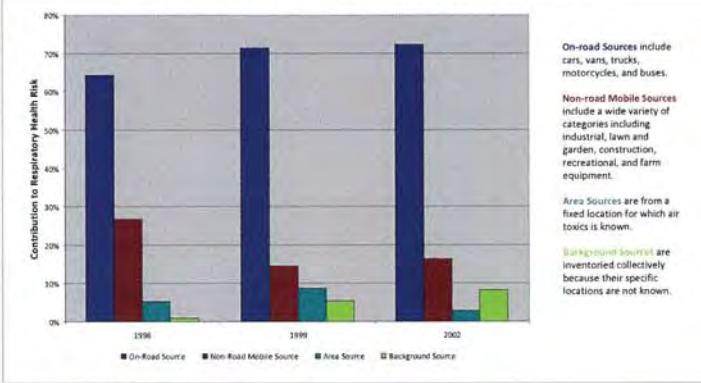
Southbound looking North



Southbound looking South



## Sources of Air Toxics Along the US 281 Corridor that Pose Potential Respiratory Health Risk



*On-road vehicles are a substantial source of air toxics that pose potential respiratory health risk along US 281*

*Harmful On-Road emissions are expected to increase by 27% from 2006 to 2014*

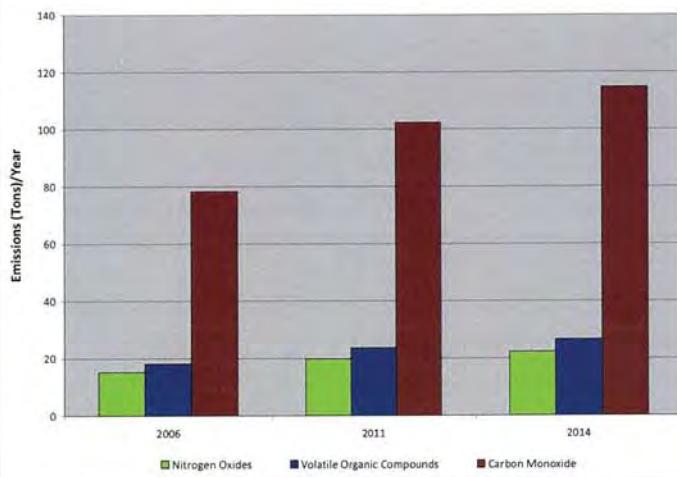
Total Annual Cost of Vehicle Emissions*				
Emission Type	2006	2011	2014	Percent Change (2006-2014)
Nitrogen Oxides	\$ 170,720	\$ 223,122	\$ 250,150	46.5%
Volatile Organic Compounds	\$ 162,535	\$ 212,376	\$ 238,399	46.7%
Carbon Monoxide	\$ 34,058	\$ 44,483	\$ 49,899	46.5%
<b>Total</b>	<b>\$ 367,313</b>	<b>\$ 479,981</b>	<b>\$ 538,448</b>	<b>46.6%</b>

\* Costs are calculated using expenses related to health, ecological, and aesthetic degradation

Source: Alamo RMA, Super Street Traffic Study, as of June 2009 and Victoria Transport Policy Institute, 2006

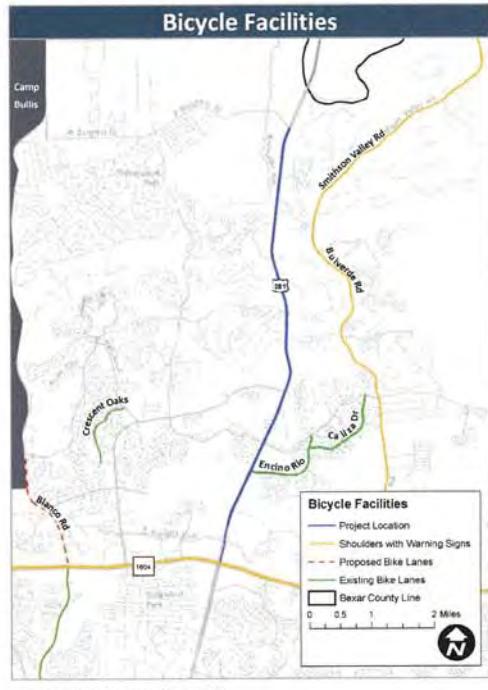
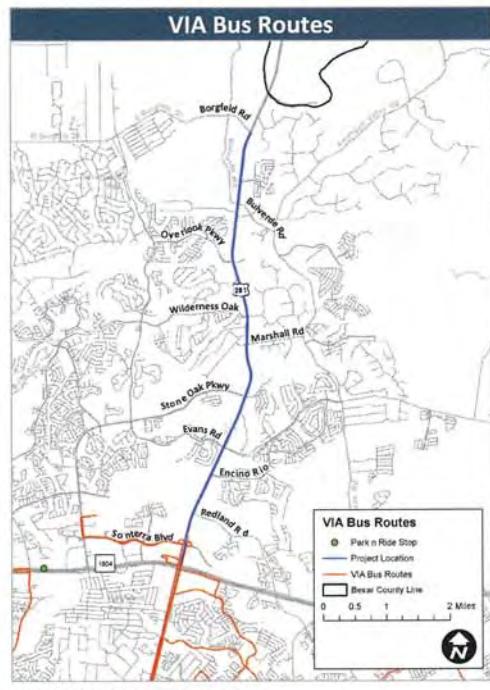
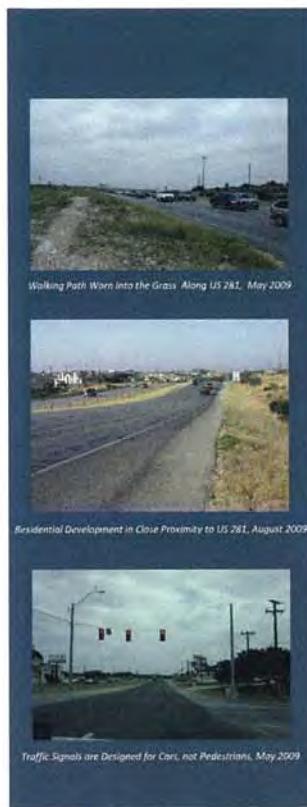
Note: Future Emissions and Associated Costs are based on 2006 emission factors and do not reflect more recent policy incentives, such as the 'Cash for Clunkers' program, or technological advancement in the automotive industry that could reduce mobile sources of air pollution.

## Annual Total Emissions During AM/PM Peak Hours



*Total vehicle emissions cost along the US 281 corridor is expected to increase over 46% in health, ecological and aesthetic expenses by 2014*

# QUALITY OF LIFE

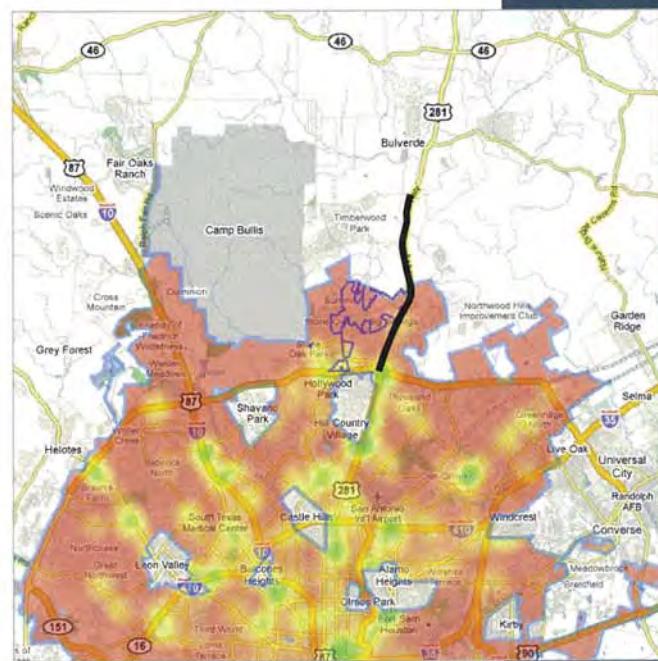


***There are limited facilities for alternative modes of transportation along US 281***

Street	Walk Score*	Sidewalks	Crosswalk at US 281
Borgfeld Rd	20	No	No
Bulverde Rd	9	No	Yes
Overlook Pkwy	6	Yes	No
Wilderness Oak	5	Yes	No
Marshall Rd	12	No	No
Stone Oak Pkwy	20	Yes	No
Evans Rd	25	Yes/Part	No
Encino Rio	55	Yes	No
Redland Rd	22	No	No
Sonterra Blvd	77	Yes/Part	Yes
City of San Antonio	45		

\* Walk Score is out of 100 based on proximity to amenities.

90 - 100	Most errands can be accomplished on foot and many people get by without owning a car.
70 - 89	It's possible to get by without owning a car.
50 - 69	Some stores and amenities are within walking distance, but many everyday trips still require a car.
25 - 49	Only a few destinations are within walking range. For most errands, driving is a must.
0 - 24	Virtually no neighborhood destinations are within walking range.



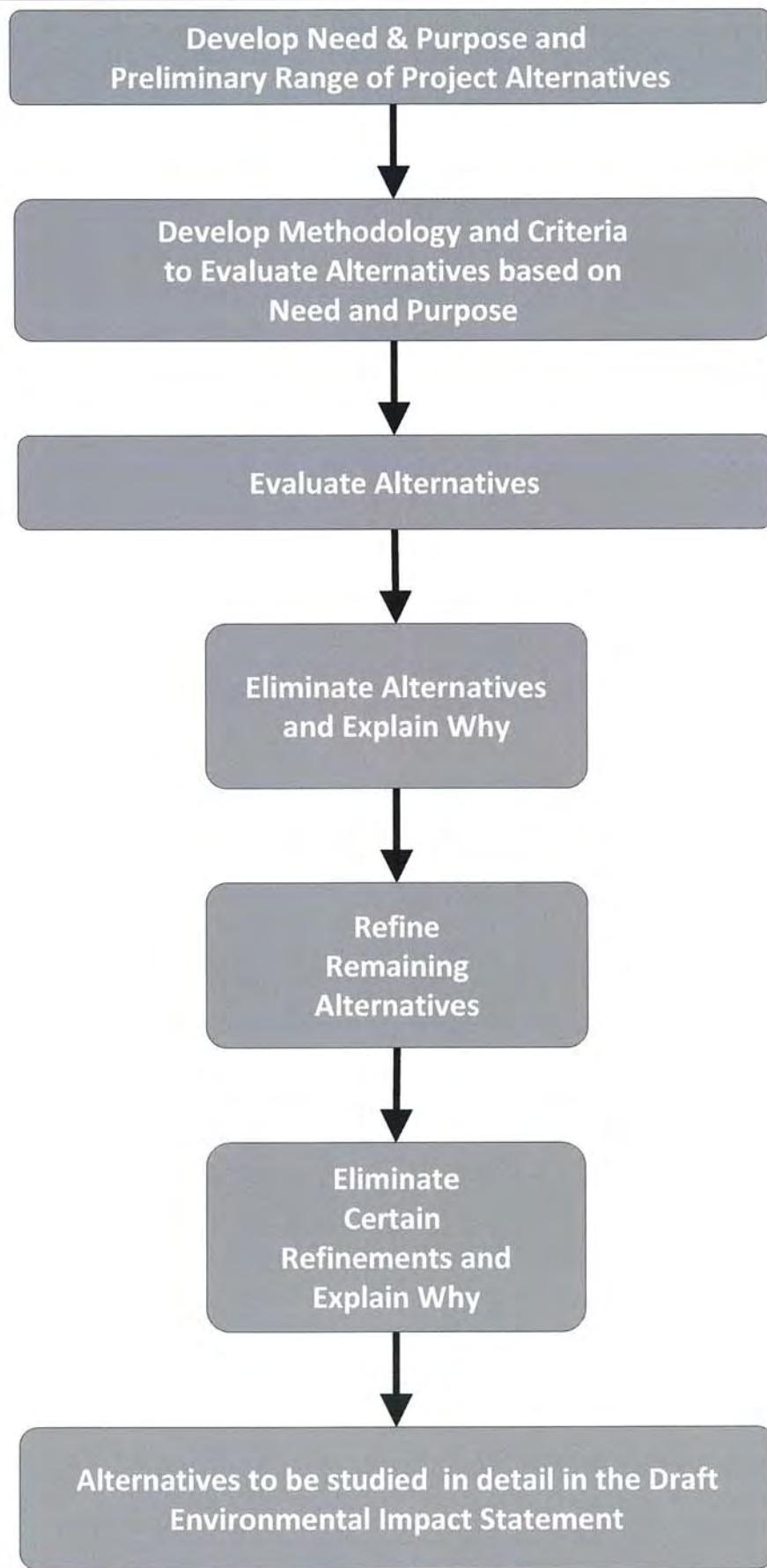
# *WHICH NEEDS SHOULD BE ADDRESSED IN THE US 281 CORRIDOR?*

Agree

Disagree

Address Growth in the Corridor	
Improve Safety along US 281	
Improve Mobility Along the Corridor	
Improve Accessibility Along the Corridor	
Reduce Emissions Along US 281	
Provide Alternative Modes of Travel Along the Corridor	
Other Needs (post notes to suggest other options)	

## *ALTERNATIVE SCREENING PROCESS*



# WHICH TRANSPORTATION OPTIONS DO YOU THINK WOULD BEST MEET YOUR NEEDS?

Meets Needs

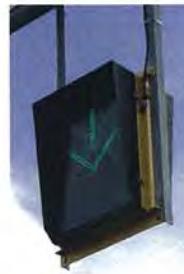
Does Not Meet Needs

No New Capacity (Except proposed Super Street Improvements)		
Bike and Pedestrian Facilities		
Bus Service (Expand VIA Network into US 281 Corridor)		
New Park and Ride Lots with Transit Service		
Improve existing streets/traffic signals on US 281 and adjacent roadways		
New Carpool and Bus Lanes		
High-Capacity Transit (Bus Rapid Transit, Passenger Rail)		
Expressway Lanes with Overpasses and Frontage Roads		
Other Improvements:	Post notes to suggest other options	

# PRELIMINARY RANGE OF ALTERNATIVES



Super Street



Traffic Management with Improved Signal System



Expressway with Access Roads



Overpasses



Park and Ride



Commuter Rail



Bike Lanes



HOV Lanes



Monorail



Light Rail Transit



Bus or Vanpool



Streetcar



Bus Rapid Transit



Pedestrian Facilities



Traffic Signals



## *FACTORS BEING CONSIDERED*

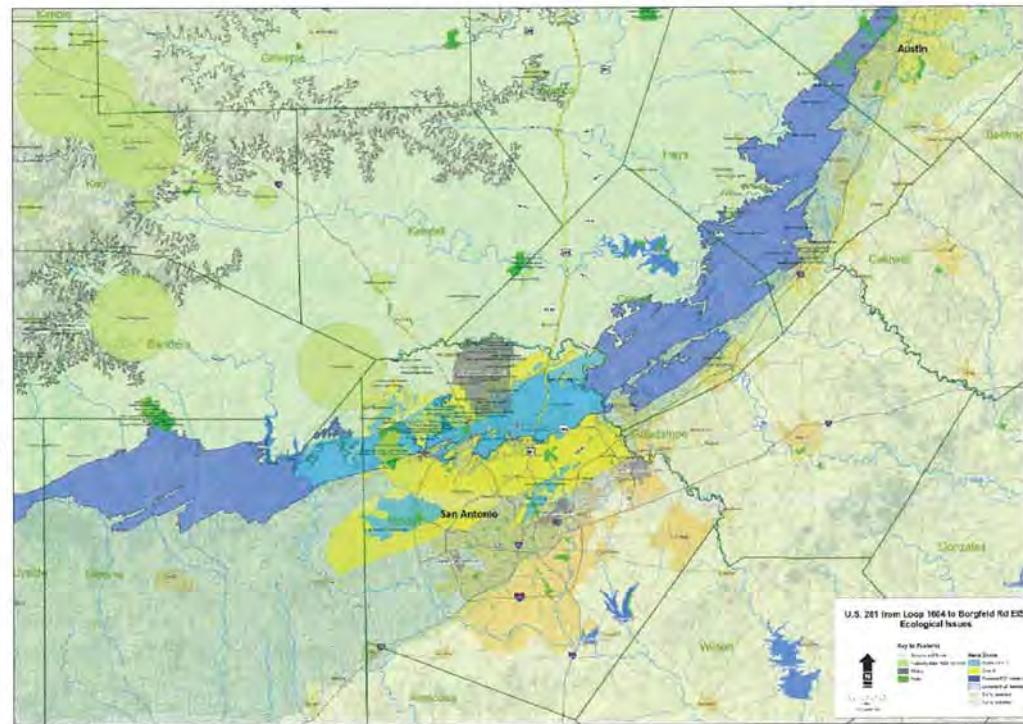
- Land Use Impacts
- Farmland Impacts
- Social Impacts including Environmental Justice (includes tolling analysis)
- Relocation Impacts
- Economic Impacts (includes tolling analysis)
- Transportation Impacts
- Joint Development
- Considerations Relating to Pedestrians and Bicyclists
- Air Quality Impacts
- Noise Impacts
- Geology/Soils
- Water Quality Impacts
- Permits
- Wetland Impacts
- Water Body Modifications
- Floodplain Impacts
- Vegetation Impacts
- Wildlife Impacts
- Threatened or Endangered Species
- Historic and Archeological Preservation
- Hazardous Waste Sites
- Visual Impacts
- Energy
- Construction Impacts
- Indirect Impacts
- Cumulative Impacts
- The Relationship Between Local Short-term Uses of the Environment and the Maintenance and Enhancement of Long-term Productivity
- Any Irreversible and Irretrievable Commitments of Resources Which Would be Involved in the Proposed Action
- Mitigation and Permit Requirements
- Public Involvement



# THREATENED AND ENDANGERED SPECIES

## Protection Programs and Enhancement Opportunities

- USFWS Recovery Plan and related refuge system
- TPWD Parks, Natural Areas and Wildlife Management Areas
- USFWS Partners in Wildlife Program (Landowner Conservation Assistance Program)
- Alamo RMA species/survey - Spring 2009, 2010
- Environmental Defense Fund Landowner Conservation Assistance Program
- Central Texas Habitat Conservation Plans and Preserves: Southern Edwards Plateau Habitat Conservation Plan in progress in San Antonio/Bexar County



## Threatened and Endangered Species within the Corridor



**Golden-cheeked Warbler (*Dendroica chrysoparia*)**

- Nests only in central Texas mixed Ashe-juniper and oak woodlands, in ravines and canyons.
- They spend the winter in Mexico and Central America then come to Texas in March to nest and raise their young. The Golden-cheeked warbler is the only species that nests exclusively in Texas.
- Listed Endangered May 4, 1990, as a result of long term habitat loss, as mature woodlands have been cleared for development or to grow crops or hay.



**Black-capped Vireo (*Vireo atricapilla*)**

- Nests in Texas April through July and spend the winter on the western coast of Mexico.
- They build their nests in low branches of shrubs or trees, like shin oak or sumac, which grow in scattered clumps separated by open grassland.
- Vireos return year after year to the same nesting area, and both parents incubate the eggs and feed the chicks.

• Listed Endangered October 6, 1987, as a result of habitat loss and cowbird nest parasitism



**Karst Invertebrates (shown: Rhadine infernalis [no common name])**

- Invertebrates are animals without internal skeletons or backbones such as butterflies, beetles, grasshoppers and spiders.
- Nine species known only from northern Bexar County were listed as endangered December 21, 2000., including three beetles, five spiders, and one harvestman (a relative of the common household daddy-longlegs).
- Although they are small and seldom seen, spending their entire lives underground, these invertebrates are biologically and ecologically unique.



**Aquifer Species (shown: Texas Blind Salamander [*Eurycea rathbuni*])**

- Over 40 species of highly adapted, aquatic, subterranean species are known to live in the Edwards Aquifer. These include amphipod crustaceans, gastropod snails, and invertebrates.
- Six aquatic species are listed as endangered in the Edwards Aquifer system. These include two fish, two beetles, one amphipod, and one plant (Texas wild rice). Another salamander is listed as Threatened.
- The main problems for all the species are reduced spring flows caused by increased pumping, elimination of habitat, and degradation of water quality caused by urban expansion.

## ECOLOGICAL CONCERNS

### What is a KARST?

Karst is the word used to characterize terrains where water has dissolved part of the limestone bedrock, creating holes in the rock (fissures, sinkholes, underground streams, caves , etc). Most of Central Texas is "karstic."



### Karst Zones

Bexar County is divided into five karst zones. These zones are determined by the probability that an endangered karst species is living there.

- Zone 1: Areas known to contain endangered karst species
- Zone 2: Areas that are likely to have suitable habitat for endangered karst species
- Zone 3: Areas that probably do not have endangered karst species
- Zone 4: These are generally equivalent to Zone 3, but may be classified as Zone 2 or Zone 5 as more information becomes available.
- Zone 5: Areas that do not contain endangered karst species

### Critical Habitat Units

Critical Habitat Units (CHU) are parcels of land surrounding caves or karst features that are known to contain endangered karst species. Areas identified as critical habitat are essential to the conservation of karst species and may require special management considerations or protection.



### Karst Invertebrates

**Karst Invertebrates** spend their entire life cycle underground. There are nine endangered karst invertebrate species in Bexar County. Three of them inhabit the **Karst Faunal Region (KFR)**



that overlaps U.S. 281. A KFR is a geographic area that contains a particular group of species. KFRs are separated from one another by geographic features (rivers, for example) that restrict the movement and migration of some species between KFRs.

## Evaluating Air Quality for the Environmental Impact Statement

As part of the EIS, Carbon Monoxide modeling and a Mobile Source Air Toxics quantitative analysis will be performed.



### CARBON MONOXIDE

Carbon Monoxide is an air pollutant whose main source is vehicle exhaust. It also comes from natural processes such as volcanoes and wildfires and other manmade sources such as industrial processes, fossil fuel-fed power production.

Exposure to high levels of carbon monoxide poses serious health risks. In the atmosphere, carbon monoxide interacts with other elements to form methane and ozone.

### OZONE

Ozone is a ground-level air pollutant that is harmful to respiratory health and is the main component of smog. Ozone also acts as a greenhouse gas in the upper atmosphere.

From 2004 to 2006 Bexar County was in non-attainment with the EPA's National Ambient Air Quality Standards for Ozone. Through regional and state efforts, attainment in Bexar County was achieved in April 2008.

The EPA passed a more stringent standard for ozone in 2008 which will go into effect in 2010. Based on preliminary EPA projections, Bexar County's ozone levels should meet this new standard through 2020.

Source: Environmental Protection Agency & Texas Commission on Environmental Quality

### MOBILE SOURCE AIR TOXICS (MSAT)

Mobile Source Air Toxics are pollutants that are emitted from mobile sources such as cars, trucks, buses, and motorcycles and can pose health risks to the general community at high levels.

The MSAT chemicals to be analyzed for the EIS include:



- Benzene
- Formaldehyde
- Acetaldehyde
- Diesel particulate matter/diesel exhaust organic gases
- Acrolein
- 1,3-butadiene

### SENSITIVE RECEPTORS

Sensitive receptors are places frequented by children, the elderly and people with compromised immune systems who are more sensitive to health effects caused by air pollutants. Sensitive receptors include:

- Schools
- Licensed Day Care Facilities
- Elder Care Facilities
- Hospitals

**Please help us identify where sensitive receptors are along US 281**

# Where are Sensitive Receptors Along US 281?

○ = Sensitive Receptor



# GROUNDWATER WITHIN THE US 281 CORRIDOR

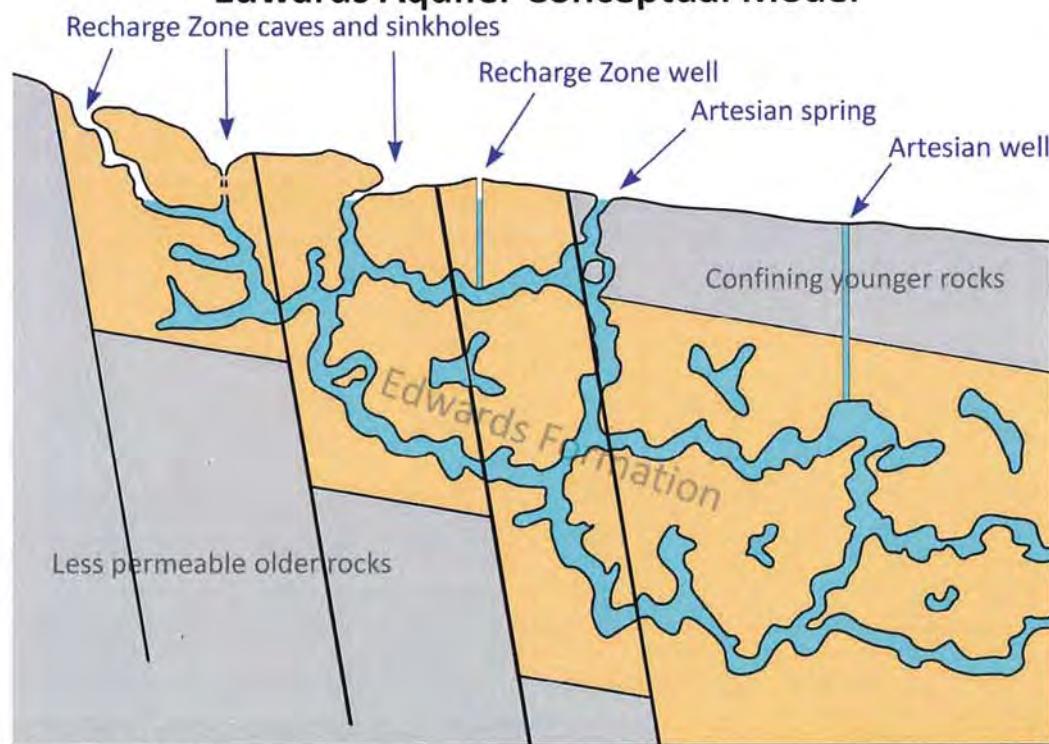
## What is an aquifer anyway?

An aquifer is a natural underground reservoir that provides an important water source for people. The Edwards aquifer is a karst aquifer which underlies much of central Texas and is the primary source of water for over 1.7 million people.



**Karst** is the word used to characterize terrain where water has dissolved part of the limestone bedrock, creating conduits in the rock (fissures, cracks, sinkholes, caves, etc). Karst aquifers are very sensitive because these conduits carry water from rain and streams directly into the aquifer (this is called **recharge**). This conduit flow does not filter out contaminants before they reach the aquifer.

## Edwards Aquifer Conceptual Model



The **contributing zone** of the aquifer is the upland area where rainfall contributes to streams that eventually flow into the recharge zone. The **recharge zone** of the aquifer is the area where the karstic rock unit containing the aquifer is exposed at the surface and rain and streams can flow directly into the aquifer through conduits and pores in the rock. The **confined zone** of the aquifer has less permeable rock or clay above it; water in this zone can be under pressure which causes **artesian wells** to flow without pumping.



Inside an Underground Karst Conduit



## Aquifer Life

Several aquatic creatures also depend on the Edwards aquifer as their sole-source of water. Some of these are threatened or endangered species.



## Threats to the Aquifer

The sensitive nature of the karstic Edwards aquifer makes it susceptible to threats such as:

- Contamination
- Impervious cover which reduces recharge
- Too much demand/over-pumping
- Drought

# *LAND DEVELOPMENT IN THE US 281 CORRIDOR - 2008*

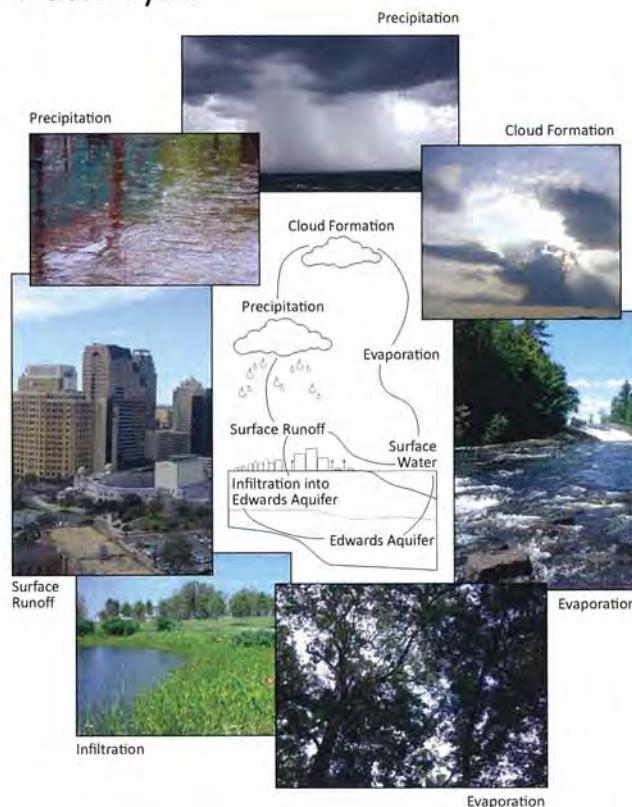


# LAND DEVELOPMENT IN THE US 281 CORRIDOR - 1973

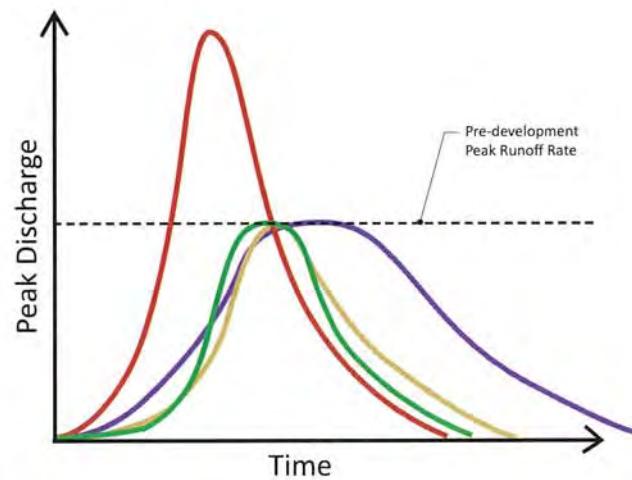


# How DOES DEVELOPMENT EFFECT WATER RUNOFF?

## Water Cycle



## Hydrographic Scenarios



### Types of Development

- Existing - Undeveloped
- Developed - No stormwater management
- Developed - Typical stormwater management
- Developed - Sustainable stormwater management

Source: Unified Facilities Criteria (UFC) - Low Impact Development, October 2004

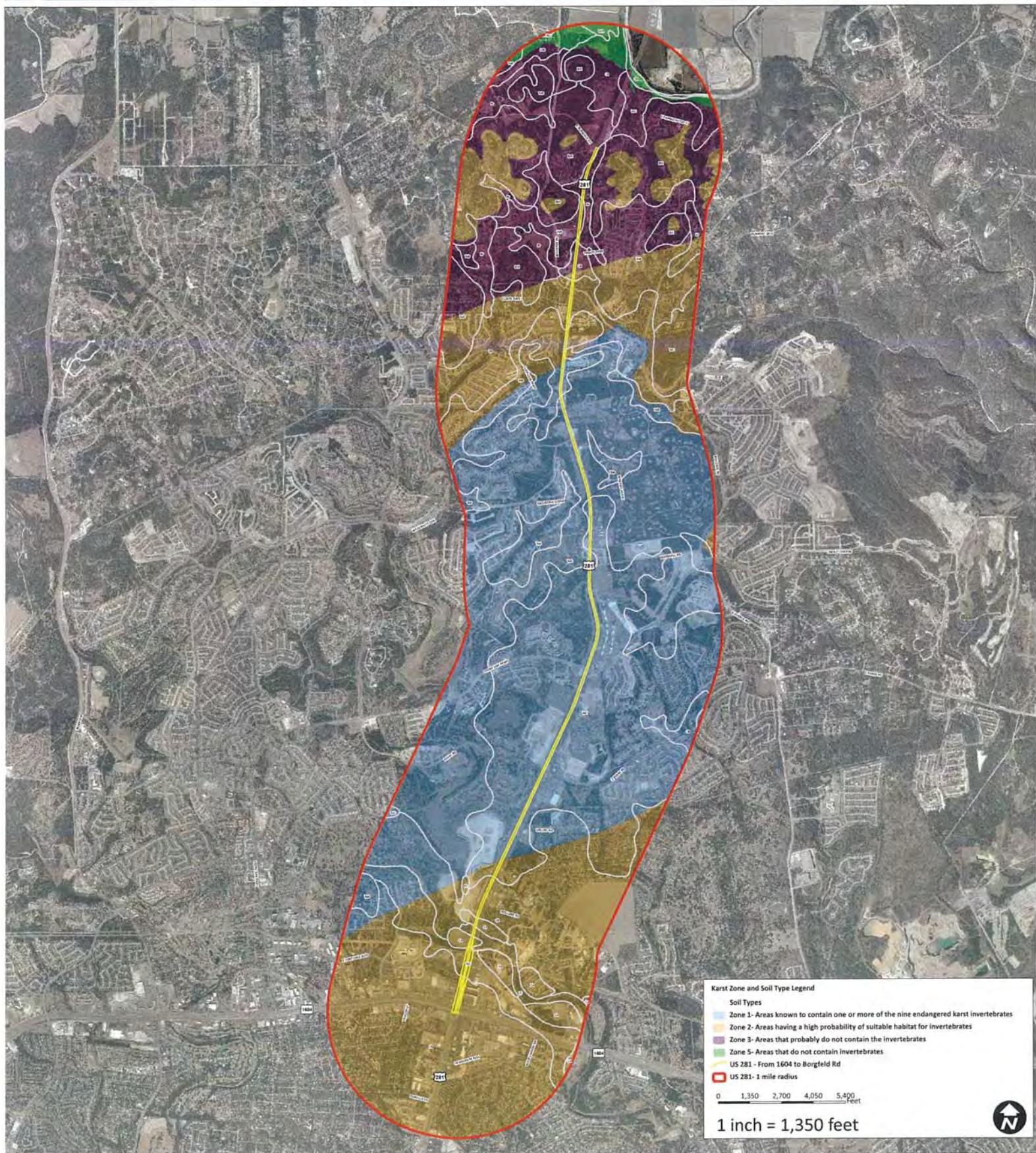
# SUSTAINABLE STORMWATER TREATMENT



The primary goal of **Low Impact Development** is to design each development site to protect, or restore the natural hydrology of the site so that the overall integrity of the watershed is protected.

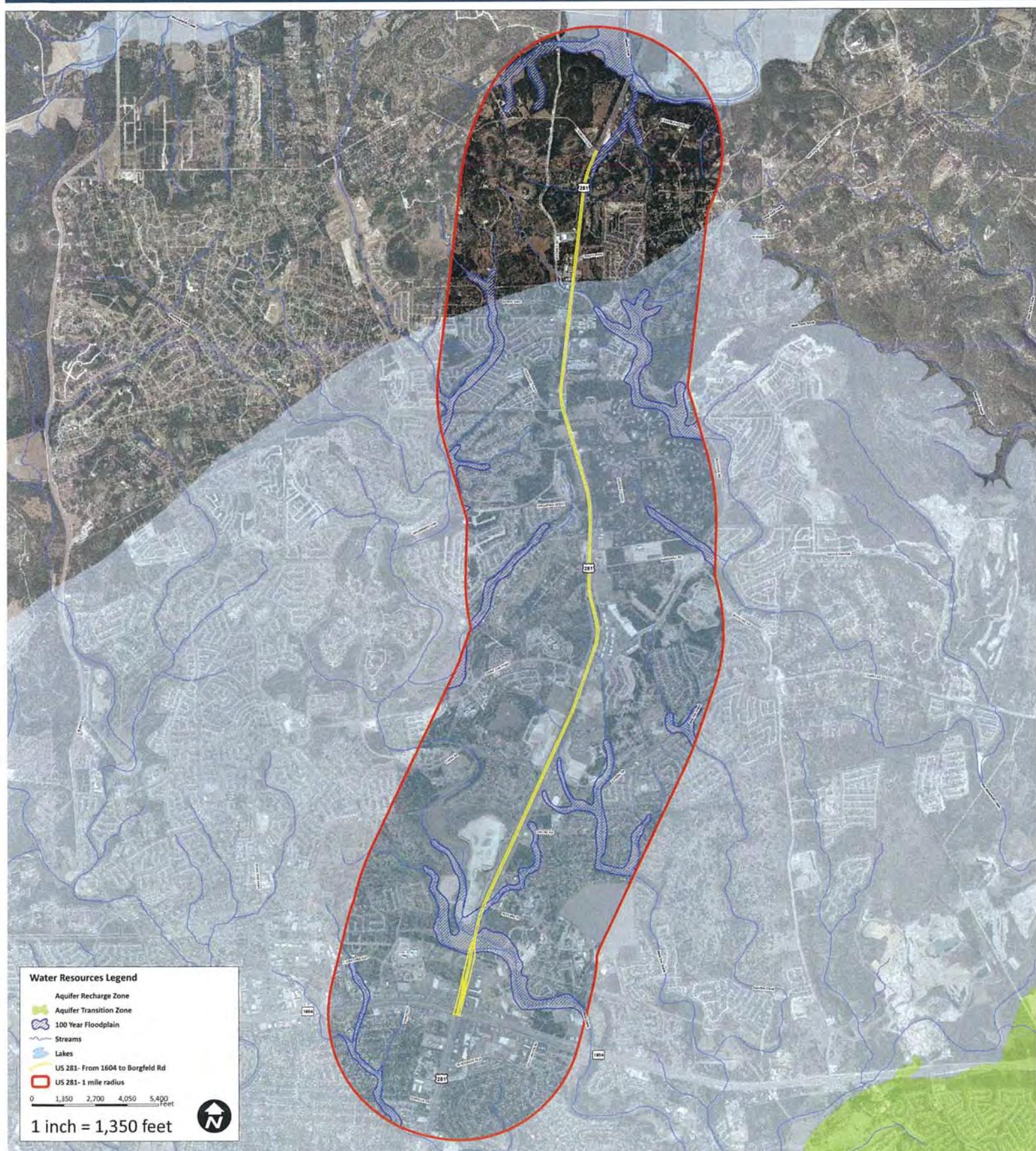


# KARST ZONE AND SOIL TYPE

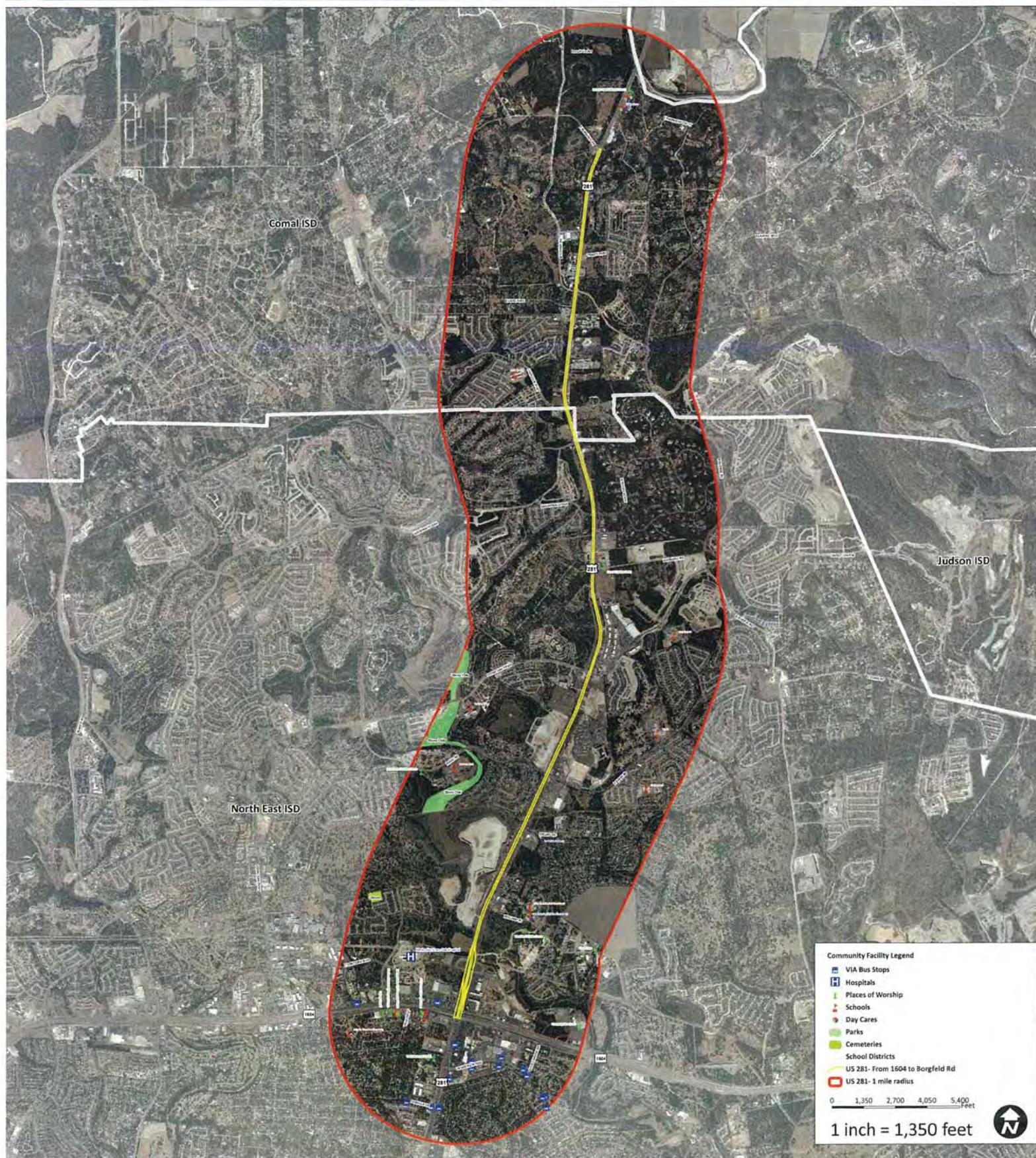


Source: Karst Zone Digital Data -U.S Fish and Wildlife Service (December 2002 and March 2008) Soils Digital Data - Natural Resoures Conservation Service (20

# WATER RESOURCES

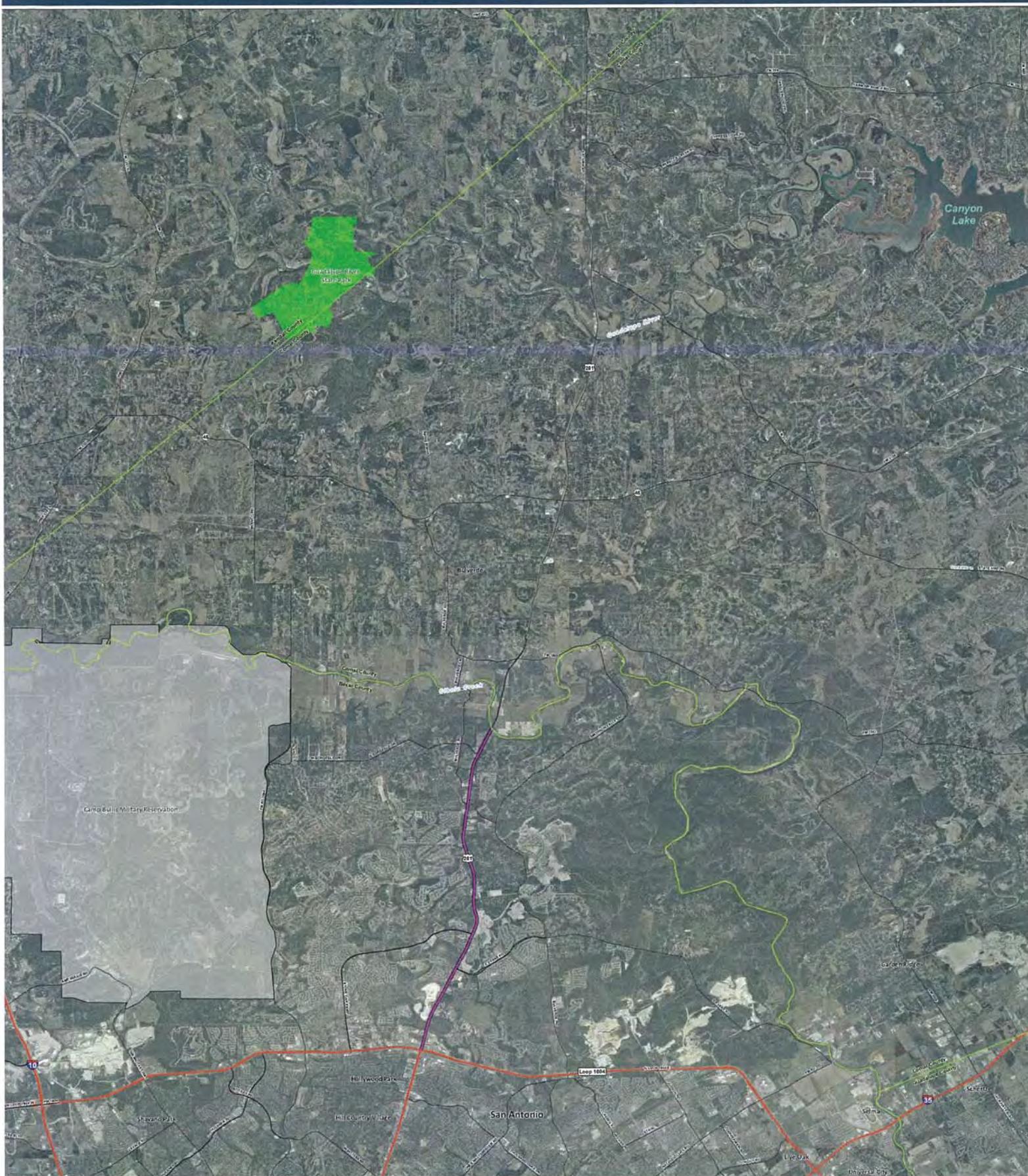


## COMMUNITY FACILITIES

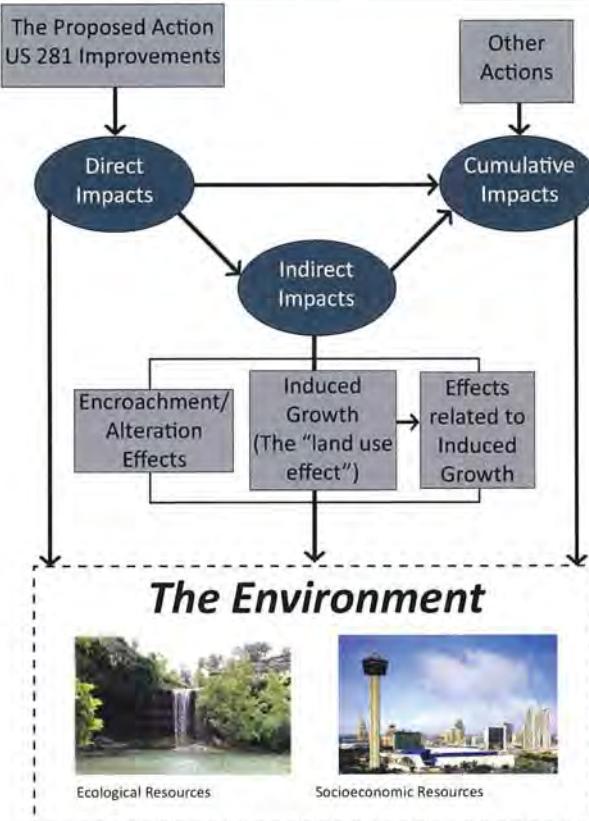


\*Community Facilities only noted if they occur within the 1 mile study area

# INDIRECT AND CUMULATIVE IMPACTS



# WHAT ARE THE INDIRECT AND CUMULATIVE IMPACTS?



## Definitions\*

### Direct Impacts

- Impacts that are caused by an action and occur at the same time and place as the action
- Example - Residential relocations required by a road widening project

### Indirect Impacts

- Impacts that are caused by an action and are later in time and farther removed in distance, but are still reasonably foreseeable in the future.
- May include growth inducing efforts or other effects related to changes in the pattern of land use, population density, or growth rate and related effects on air and water and other natural systems.
- "Reasonably foreseeable future" actions or impacts refer to probable not merely possible events

### Cumulative Impacts

- Impacts on the environment which result from the incremental impact of the action when added to other past, present, and reasonable foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such action.
- Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.

## Similarities and Differences

### Indirect

- Caused by the direct effects of the proposed action
- Accounts for present and future actions (not past)
- Focused on the proposed action and its impacts

### Cumulative

- Not necessarily caused by the proposed action
- Accounts for past as well as present and future actions
- Focus is on natural and socioeconomic resources

\*Council on Environmental Quality regulations (40 CFR 1508.7,1508.8)



# WHAT FACTORS INFLUENCE LAND DEVELOPMENT?

Important       Not Important

Transportation Infrastructure (Extent and Capacity)	
Land Availability and Price	
State of Economy (For example: Availability of Financing)	
Reputation of Local School Districts	
Quality of Recreational & Other Public Facilities or Services	
Scenic, Environmental Quality	
Availability of Utility Infrastructure (Water, Wastewater, Gas, Communication)	
Intangibles (Personal Preference for Certain Parts of Town)	
Other Influences	



# HISTORIC PRESERVATION

## The National Historic Preservation Act, Section 106



The National Historic Preservation Act protects historic properties in the United States from federally funded or permitted projects. Section 106 of the act requires Federal agencies to evaluate the impact of their projects on historic properties through a process known as *Section 106 Review*.

### What are “historic properties”?

- Buildings
- Structures
- Objects
- Districts
- Cemeteries
- Archeological (and other) sites



### Identifying Historic Properties

Generally, historic properties are at least 50 years of age and have significance because of association with an important event or individual or for architecture or engineering.



Do you have information about historic properties in the US 281 corridor?

# Where are Historic Properties Along US 281?

○ = Historic Properties



Where Do You Live?

Where Do You Work?

Where are There Opportunities  
for Improvement?

**Please Use a Comment Card  
to Record Your Site-Specific  
Comments or Questions**

# **HOW TO RECORD AND SUBMIT YOUR COMMENTS**

- Fill out a **comment card** and either drop it in the box or post it on the board for others to read
  - Give your comments verbally to the **Court Reporter**
- Submit comments **by fax to 210-495-5403** or **e-mail to US281EIS@AlamoRMA.org**  
(Electronic comments will continue to be received through Tuesday, September 8, 2009)
- **Mail written** comments (postmarked by September 8, 2009) to:

Leroy Alloway, Director, Community Relations  
Alamo Regional Mobility Authority  
1222 N. Main Avenue, Suite 1000  
San Antonio, Texas 78212



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Alamo Regional Mobility Authority

"Moving people faster"

N-281

# **COURT REPORTER**

All Comments given to the  
Court Reporter will be included  
in the Public Meeting Record



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## **APPENDIX D**

### **Photos**

